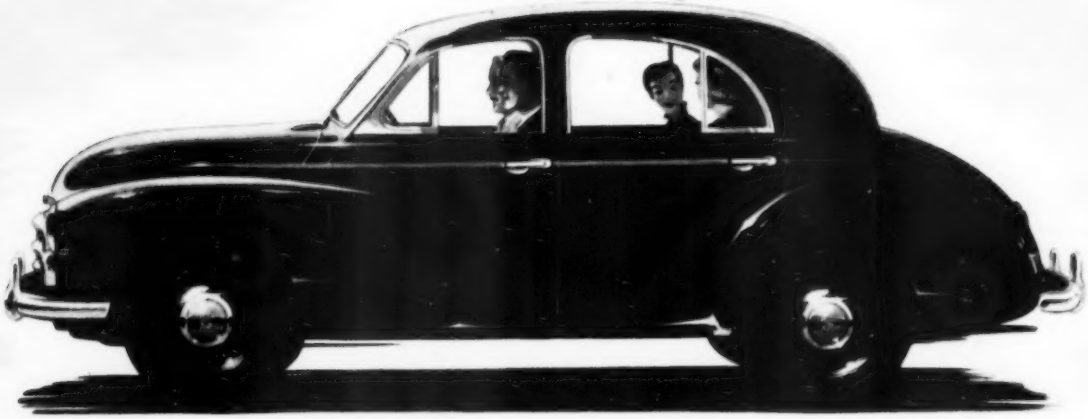
AUGUST 14, 1953

The Autocar

1/-

FOUNDED 1895 LARGEST CIRCULATION



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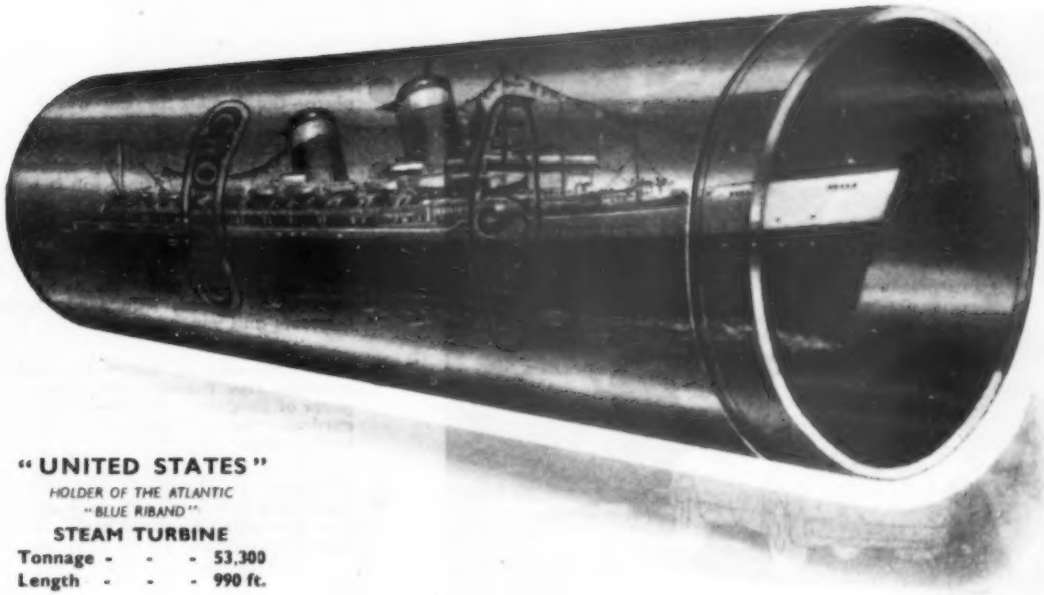

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HOLDER OF THE ATLANTIC "BLUE RIBAND"
STEAM TURBINE
Tonnage - - - 53,300
Length - - - 990 ft.

CROMARD—*Cylinder Liners using chromium to eliminate wear and corrosion for 100,000 miles —AND MORE*

—They just **keep running.** "United States" or Cromard, each gives service that scorns mere mileage. Once fitted inside the engine, the hard chromed steel working service of the Cromard liner resists wear and corrosion indefinitely. Owners are regularly obtaining mileages more than equal to 50 Atlantic crossings without their vehicles having to go into dock.

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1903 — 1953

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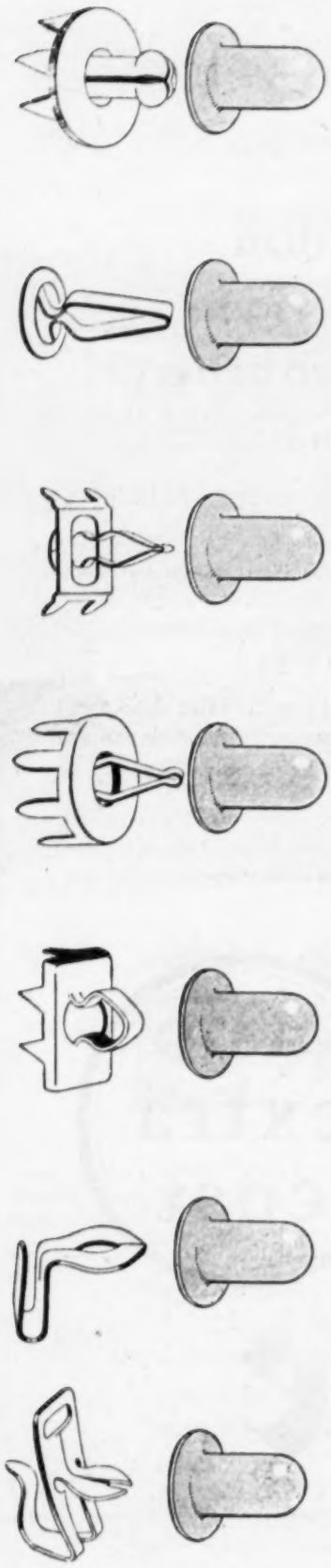

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It's tough on a carburetter! It has an exacting job to do from the moment you press the starter until you switch off the ignition. Gradually over many, many miles, wear and tear begin to take their toll and before you may realise it, performance deteriorates and petrol consumption goes up. No engine can give of its best when the carburetter is worn

SERVICE EXCHANGE PLAN. Most cars on Britain's roads are Zenith equipped. Exchange your worn Zenith now for a new unit of the same type. A big cash allowance is made for the old carburetter which means that *for a few pounds you can restore economy and efficiency to your engine.*

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CARBURETTERS

CONVERSION PLAN. If you have another make of carburetter or an early type Zenith fitted to your engine, this plan will give you latest Zenith carburation with *more power from less petrol.*

THE ZENITH CARBURETTER CO. LTD
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Please send me details of your Service Exchange/Conversion Plan and name and address of your nearest Service Station.

NAME .....

ADDRESS .....

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MAKE OF ENGINE ..... *H.P.* ..... *YEAR* .....

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GO TO A ZENITH AGENT AND BE SURE OF GENUINE ZENITH SERVICE

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Covers all models of Vauxhall and Bedford. Your old machine taken in part exchange. We supply the new engine first; you send the old one in afterwards.

Exchange prices from £35

Deferred terms available.

OVER 50,000 MILES

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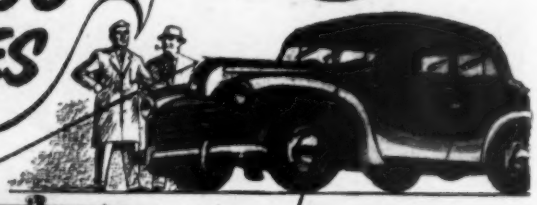

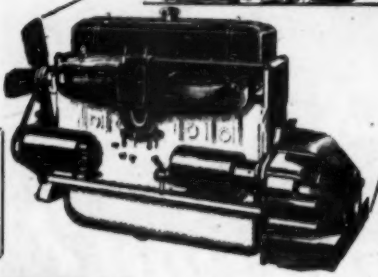

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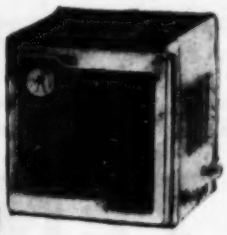

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Seven-stage superhet with automatic volume control. The small size and compact separate control unit ensure unobtrusive installation in any car. A receiver renowned for its fine quality reproduction.

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The most advanced and effective replacement piston yet produced giving—
NEW ENGINE PERFORMANCE, LONGER CAR LIFE

Descriptive leaflet from
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** Care-free with Covmo!*

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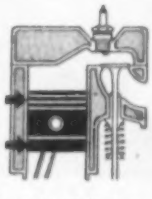

Pistons and cylinders are vital to engine efficiency

CHROMIUM PLATED TOP RING
The most recent and far-reaching development in piston research. The layer of hard chrome on the working surface of the top ring in contact with the bore not only virtually abolishes ring wear but also reduces wear of the bore by more than half. The combination of a tapered periphery ring in the second groove, with this chromium wear-resisting ring successfully achieves the dual objects of good bedding-in and long life of the respective working surfaces. Full engine efficiency and economy are maintained for TWICE THE NORMAL PERIOD. The well known Maxigroove Oil Control Rings are fitted to ensure satisfactory oil control.

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The smooth black surface of the XL de Luxe piston is an impregnation of colloidal graphite. This is remarkably tenacious, lasting for the whole of the average run-in period. It provides extra lubrication during the critical early period before the new bore is fully lapped by piston action. This is another brilliant new feature which means longer life and far greater refinement of running than has ever before been possible.

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XL de Luxe Pistons in addition to giving you the Long Life Rebore also give you smoother running. Each piston is ground with compound ovality to produce a skirt form fully fashioned to fit the bore perfectly at high temperatures. New standards of quietness and smoothness result.

Get a good run for your money with—

COVMO XL *de Luxe* PISTONS

Fully descriptive leaflet describing these wonderful new Pistons post free from BRICOVMO Ltd., Coventry.

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SIMPLY ATTACH TO YOUR TYRE PUMP

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with this COMPLETE KIT for a professional CELLULOSE finish.

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* As tested by "The Autocar," February 20th, 1953, and other leading motoring journals.

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Spray unit fits every container in the Kit.

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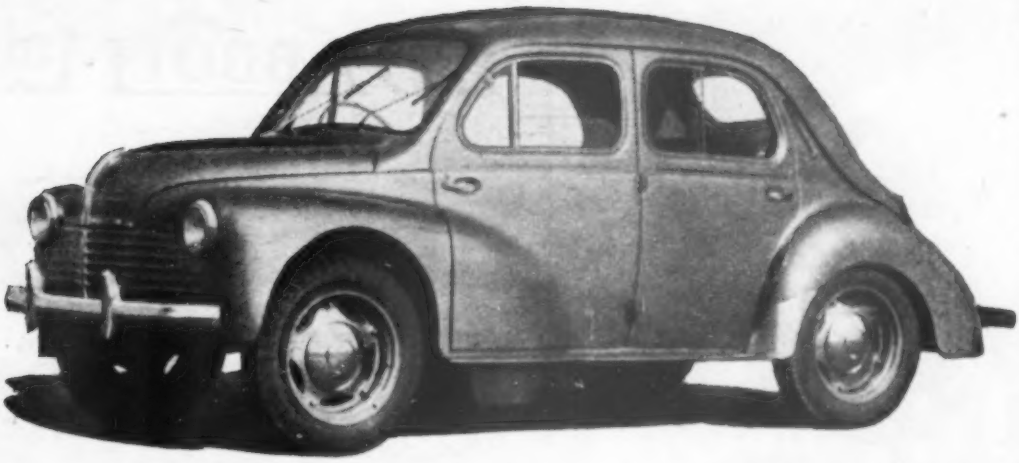

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(AND IT'S COSTING YOU LESS!)

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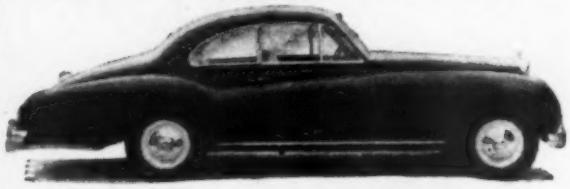

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ON SPECIAL BENTLEY CHASSIS

Features of this car are a lowered radiator and bonnet line, similar to the "Continental," higher rear axle ratio (3.55 : 1) giving increased economy and higher speeds in all gears, almost complete absence of wind noise due to frontal shape and very large luggage accommodation which can be still further increased owing to the special folding rear squab.

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The Epco Minor makes light of scores of jobs — especially in emergencies! A light-weight garage-type hydraulic jack **for the private motorist, lady drivers and van operators,** the Minor can easily be carried in one hand yet it lifts up to ½ of a ton. In the garage—on the road—it's invaluable for safe, simple, speedy jacking PRICE £10.17.6.

The EPCO Minor Lightweight Trolley Jack for the Family Motorist.

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KIEFT★ driven by J. C. C. MAYERS

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★ Kieft suspensions comprise Woodhead-Monroe Suspension Units on the front with Woodhead laminated springs controlled by Woodhead-Monroe Shock Absorbers on the rear.

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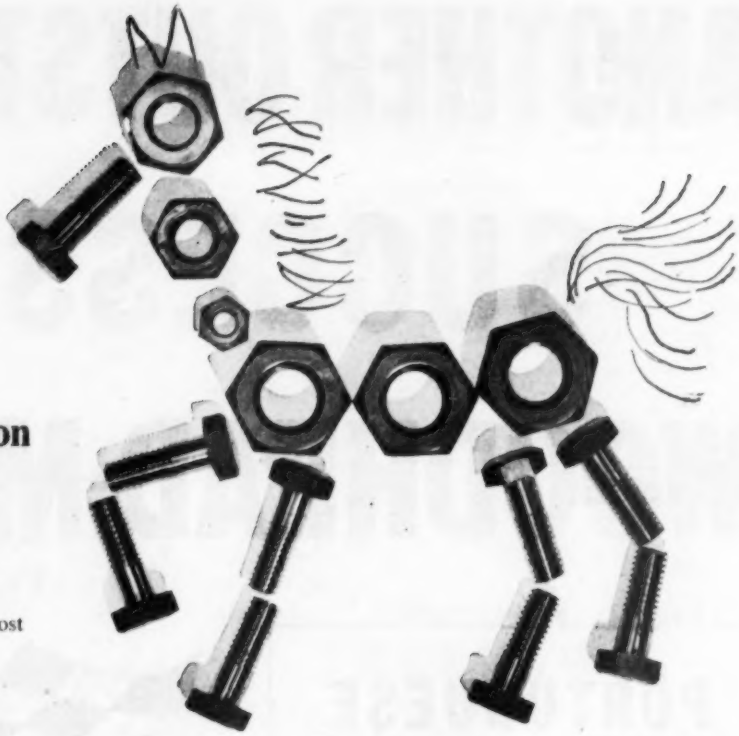

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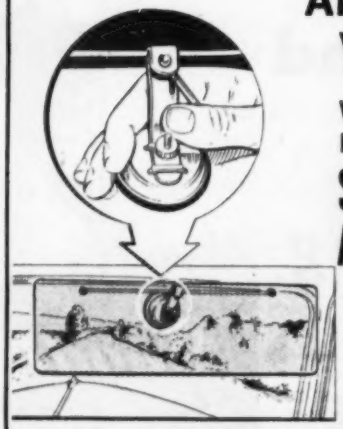
WITH NEW LOCKING DEVICE FOR

SPLIT SECOND ADJUSTMENT



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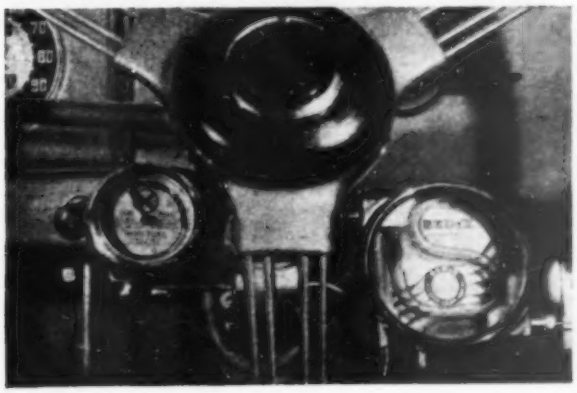

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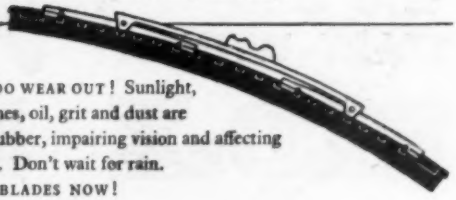

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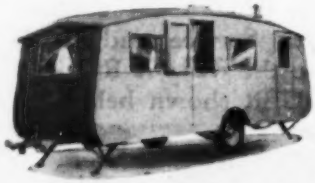

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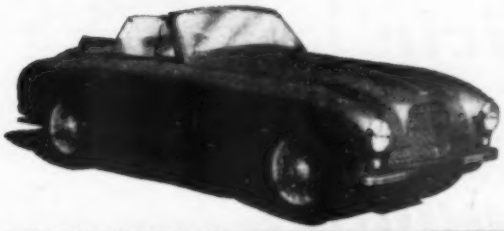

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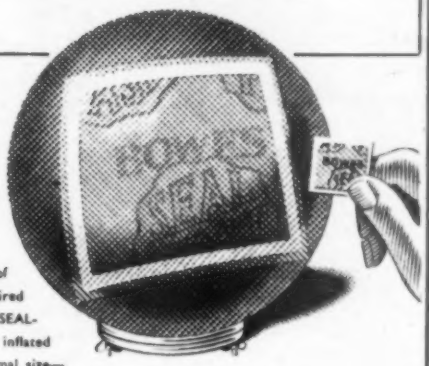

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The Autocar
FOUNDED 1895

No. 3011 *Friday, August 14, 1953* Vol. XCIX

And a Pint of . . . ?

ALMOST exactly a year after the subject last occupied the editorial page of *The Autocar*, it seems advisable once again to clarify the situation regarding engine oil, especially as cross-blended lubricants are mentioned in an article on a later page. A cross-blended lubricant has special viscosity characteristics, and enquiries from readers show that its properties are not separately and fully grasped by intending users.

Three technical terms need understanding in this context; viscosity, additives and detergents. The viscosity of a liquid is its internal friction, and this may be loosely paraphrased by saying that a high-viscosity oil is "thick" and a low-viscosity oil "thin"; an additive is a fractional chemical addition to the base liquid, with a specific function, while a detergent is a cleanser; the importance of this definition lies in the fact that while detergents are additives, additives are not necessarily detergents.

With these definitions in mind, the car owner can sift the wheat from the chaff of current lubrication gossip, which consists mostly of fervent advocacy, or equally fervent condemnation, of (i) low-viscosity engine oils; (ii) detergent engine oils. For a start he can rest assured that any oil recommended by his car's manufacturer is entirely suitable for the engine, but he must use his own judgment when going beyond those recommendations.

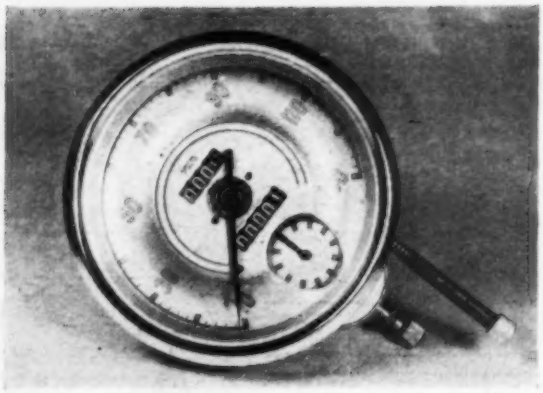
The thinner an oil the more penetrating it becomes, especially at high temperatures. The more quickly, also, it deteriorates, and the more easily its film breaks down under extreme stress. Every motorist, therefore, must relate these properties to his own particular car and pocket, so that he may decide whether the fractional saving of miles per gallon of petrol which reduced viscosity can give is worth the risk. A cross-blended oil reduces risks by evincing a low viscosity at low temperatures and a comparatively high one at high temperatures; this obliging characteristic must, of course, be paid for in initial cost.

Additives are included in oils for various reasons, all of which can be summarized under the heading of increased efficiency. Car owners are mostly, and wisely, left in comparative ignorance of the work done by most of them, but have a working knowledge of the effect of detergents. They have thus realized that a detergent additive might have an undesirable effect by dislodging impurities in an old engine, and the oil companies have attempted to educate them in this matter to the point where they can adopt a detergent oil or not with some decisiveness. Both detergency and thinness can, in extreme circumstances, involve risk for an engine, but the presence of one does not necessarily imply the presence of the other. The confusion has arisen because the cross-blended Q5500 is also an additive oil, and because X-100, an oil of normal viscosity in so far as owner recommendations are concerned, is widely publicized as a detergent lubricant. Further to confuse the car owner, it may be mentioned that other engine oils contain additives, sometimes unheralded and unsung, and that they are nothing new, the first additive having been included in engine oils many years ago.

Some guidance may be given to owners based on the above, although individual knowledge of any but a brand-new car is necessary before guidance can be strengthened into recommendation. New engines can be lubricated by Q5500 or by an additive oil with detergent characteristics without fear on the part of an intelligent owner; a thinner oil—say S.A.E. 20 where S.A.E. 30 is recommended—must be left entirely to the owner's discretion. Old engines are a very different matter. If consumption of oil is considerable, any lowering of the viscosity will increase it, perhaps to the point where the dipstick reading is alarmingly low after a none-too-long journey; moreover, there may be some seepage past the various joints and unions of the lubrication system. Detergents are not for the old and dirty engine until it has been spring-cleaned, but there is an in-between stage in which the cautious use of a detergent oil, with frequent checks, oil changes, and a general watchfulness—particularly of filters—may accomplish a successful cleaning without strip-down. The use of the newer oils is, in fact, an interesting experiment for the intelligent motorist, and we have no doubt that many of our readers are busily engaged in a little homely research along these lines.

FINDING OUT HOW THE SMALL THINGS AFFECT PETROL CONSUMPTION

By V. H. TUSON



Excessive road speeds greatly affect petrol consumption.

MAN-HUNT FOR FUEL

WITH petrol at its present high price there can be few owners today to whom more miles per gallon cannot be acceptable, and there must be many others like myself, who, when reading of remarkable figures such as those obtained in the annual petrol consumption trial, feel that it is time to see what can be done to improve our own vehicles in this respect.

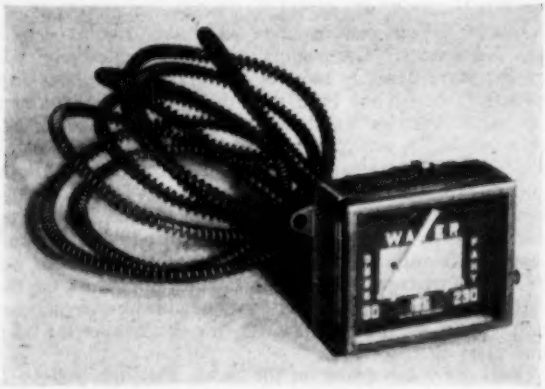
I would like to repeat the main points which generally affect fuel consumption:—

Driving technique.

Conservation so far as possible of otherwise wasted heat.

Reduction of frictional losses.

Adjustment of the carburettor, achieving the correct mixture in order to provide satisfactory operation and performance.



Correct engine temperature is important.

The individual complexities of those four headings are considerable, and I decided to take each in turn and see how far it was practicable for the ordinary owner to apply them. Before attempting to benefit from any of the modifications to be described, let me stress the often repeated advice. Ensure that all obvious mechanical and electrical adjustments are perfect by checking that the following points are in order.

Plugs clean and correctly set; correctly set and unburned contacts in the make and break; clean distributor cap; sound plug leads, and correctly set timing.

The last point is particularly important these days, as there seems to be a tendency for the ignition to be slightly retarded on many cars, the result, I think, of the still lingering influence of Pool petrol and tendency to pink. Finally, of course, the valves should be correctly set for clearance. Carburettor settings will be dealt with later, but meantime, check for leaks and the possibility of the petrol level being too high, causing continuous or intermittent flooding. If an engine has more than one carburettor, they must of course be perfectly balanced as multiples.

Having digressed from the main theme, I will now proceed with driving technique, and an interesting example. On a certain journey over which I had many consumption readings averaging around 24 m.p.g., the car concerned was driven by an enthusiast accustomed to rather less performance than he now had available, and though he did not drive appreciably faster than usual, the temptation to use the acceleration available cost over 4 m.p.g. in consumption.

Costly Urge

Rapid acceleration is a petrol eater, far more so than high cruising speed, but this point can be obscured by the fact that if a high cruising speed is maintained on anything but a very clear and comparatively straight road, consumption will suffer by the continual need to restore the speed after it has fallen in traffic, on corners, or as a result of any other temporary impediment of progress. The higher the original speed, the longer acceleration must be continued to restore it after slowing.

A considerable saving may be made by anticipating a necessary reduction in speed, so that the throttle may be closed in plenty of time, rather than a sudden release and heavy braking. Again I can give another example. One particular 58-mile journey can be covered comfortably in 100 minutes at 24 m.p.g.; to reduce the time to 90 minutes costs 2 m.p.g.; five minutes more off the time means a loss of nearly 4 m.p.g.

The effect of speed as such is difficult to determine outside track conditions for the reasons mentioned above, but it can be reasonably assumed that maximum economy will be around the speed corresponding to maximum engine torque, provided that this does not incur speeds much in excess of 50 m.p.h. unless the aerodynamic qualities of the car are exceptionally good. The average "8 h.p." car will probably be most efficient at about 30 m.p.h., whilst with larger engines efficiency should increase towards the 50 m.p.h. figure.

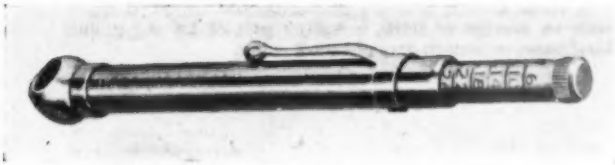
A point which has considerable bearing on this question of speed is that of gear ratio, and, as a generalization, it can be

stated that the higher the gear the better the m.p.g. for any given car. Whilst it is not practicable or desirable for the owner to make alterations in this respect, from an economy point of view the longer top gear can be employed during the course of a journey the better the consumption will be. Conversely, it is the continual use of lower gears which causes heavier consumption in very hilly country.

During the course of the many tests described later it was found that an undulating route between two points, provided that it could be covered in top gear, used no more fuel than a similar run over almost level road between the same points. So far as driving technique is concerned, therefore, one can reasonably state that rapid acceleration is the greatest enemy of economy and should be treated accordingly.

We now come to the first of the mechanical considerations which affect consumption to a considerable extent—heat loss; and since we shall soon be considering actual figures, details of the car used are of supreme importance. All tests were made on a 1951 2½-litre Riley saloon which had covered

ECONOMY



Correct tyre pressures should constantly be maintained.

10,000 miles, and the tests followed decarbonization and a further check after 500 miles.

It was first decided to test the general overall consumption. Experiments included journeys from 2-200 miles but the majority around 15-25 miles, and after 42 gallons of petrol had been used the total was 921 miles, an average of 21.4 m.p.g. During this time individual checks had been made and indicated a maximum figure of around 23.5 m.p.g. over approximately 100 miles.

After fitting a one-gallon measuring tank, six further tests were made measuring the distance covered with one gallon starting from cold. In each case, after an overnight stop, the average was only 19.98 m.p.g. measured over a reasonably traffic-free but cross-country journey. Six more runs followed but in each instance the car was driven 12 miles or so before the measured distance. In this case the average consumption was 22.8 m.p.g., indicating a loss of 2.82 miles, caused, no doubt, by the cold start.

Substituting a one-pint tank, six sets of readings were then taken from cold and the following average figures obtained:

TABLE 1

Quantity	Miles covered	Lost miles*	M.P.G.	
1st pint	1.49 miles	1.37	11.92	Temperature 40–44 deg F Speed 40 m.p.h
2nd ,,	2.20 ,,	0.66	17.60	
3rd ,,	2.60 ,,	0.26	20.80	
4th ,,	2.81 ,,	0.05	22.48	
5th ,,	2.85 ,,	0.01	22.80	
6th ,,	2.86 ,,	—	22.88	
		*2.35		

* Arrived at by subtracting miles covered from the figure of 2.86.

It can be deduced that by starting a journey of only four miles from cold petrol consumption will be approximately 15 m.p.g. and even a run of 10 miles will average only 18 m.p.g. If the above six figures are added together and the final two pints reckoned at 2.86 we arrive at a figure of 20.53 which is slightly in excess of the previous 19.98, but this is understandable in view of the difficulty in accurate mileometer reading beyond $\frac{1}{10}$th mile. Stops are, of course, another source of lost mileage and several further tests were made to find out to what extent.

In ambient temperatures around 40 deg F, a stop of 30 minutes after 10 miles running will result in a consumption of 2.2-2.3 miles over the first pint after restarting. A stop of 2½ hours will produce almost the same figures as for a cold start.

Oil

At this stage in these tests a sudden changing of autumn to winter in early October rather upset the intended sequence, so when a 10 deg temperature drop occurred a quick change was made from Duckhams NOL 30 oil to Q5500 on which the car had run up to the time of decarbonizing. Q5500 is one of the new low viscosity oils having a Redwood figure of only 2600 at 32 deg but retaining a figure of 55.5 at 200 deg, which is equal to N.L 30. (The Redwood figure for NOL 30 at 32 deg is 7250). It is therefore obvious that the engine was subjected to much less drag when starting from cold. Converting this into terms of m.p.g., as shown in Table 2, readings for the first and second pints were slightly increased. With the longer distances the results were favourable but inconclusive. They did, however, show a possible 3 per cent improvement on tests from cold up to 20 miles, and in multiple short runs this figure would obviously be exceeded.

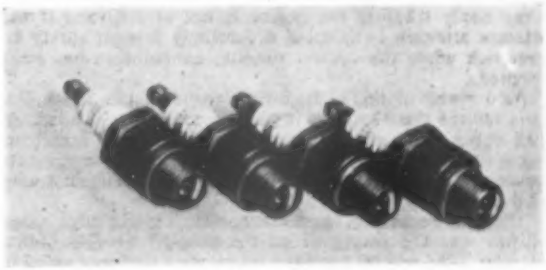
TABLE 2

Quantity	Miles	Improvement	
1st pint	1.71	0.22 miles	Air temperature 34–38 deg F Consumption static after 5 pints
2nd ,,	2.40	0.10 ,,	
3rd ,,	2.65	0.05 ,,	
4th ,,	2.80	—	
5th ,,	2.85	—	

The next item is that of heat conservation. Heat loss is of course a major problem in internal combustion engines and anything that can be done to prevent wasteful dissipation will improve general efficiency and, therefore, petrol consumption. The car manufacturers are required to provide cooling systems which cater for all climatic variations, apart from those generally encountered in this country. It is therefore inevitable that under some conditions the amount of heat lost via the radiator is considerably more than is necessary.

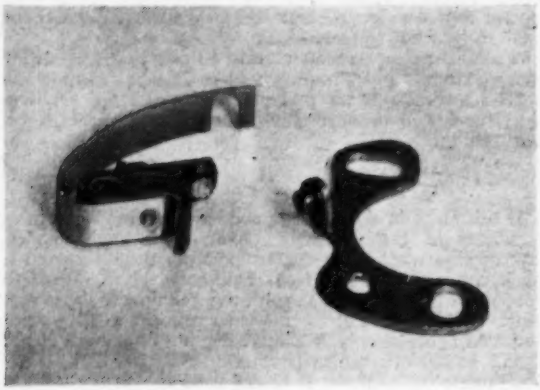
At the beginning of this series of tests half the radiator was blanked off, but this was quickly found to be inadequate. Covering the whole area was quite practicable even in traffic, but a hill of half a mile or so would quickly send the thermometer reading up and an aperture only 3in deep was the ultimate compromise.

A wary eye must, however, be kept on the thermometer on long climbs even if the actual gradient is very small. It is interesting to note that, with the 3in aperture, a rise of 350ft in two miles was sufficient to raise the engine



Spark plug gaps should be correctly set and the plugs themselves cleaned frequently.

FUEL ECONOMY . . . . . continued



Contact breaker points must be unburned and the gap must be accurately set.

temperature almost to boiling point. Air temperature was then only a few degrees above freezing.

The effect of this modification on m.p.g. proved to be considerable and consumption fell to 25.16 m.p.g. over a series of one-gallon tests with the engine warm at the start of each, and to 23.4 m.p.g. from cold, an improvement of 2.36 m.p.g. and 3.42 m.p.g. respectively.

The results over short distances are shown in Table 3 and it is interesting to note that the distance covered on

TABLE 3

Quantity	Miles	Improvement on Table 2	
1st pint	1.92	0.21 miles	Air temperature 38–40 deg F
2nd "	2.77	0.37 "	
3rd "	3.0	0.35 "	
4th "	3.1	0.30 "	
5th "	3.15	0.35 "	

the first quart has risen now to 4.69 miles whereas it was originally only 3.69, an improvement of over 27 per cent.

The next step was to replace the standard carburettor needles type EE with the economy type ER; these needles are weaker over the first half of their length and do not have any effect on large throttle openings, but at any speed up to 60 m.p.h. there was a very considerable saving in petrol without the maximum top gear pull (recorded by Tapley performance meter) falling by more than 10lb, which in fact may have been brought about by the slightly increased tendency to pinking.

Admittedly, a little more care was required with the throttle for the first two miles from cold and a positive form of choke control would be an advantage in this respect.

Here again I think the car manufacturer tends to pander to the lazy or inexperienced driver who expects to drive away easily whether the engine is hot or cold and if the mixture strength is adjusted accordingly it must surely be over-rich when the correct running temperature has been reached.

As a result of this change the second of the one-gallon tests topped the 30 m.p.g. mark; the average was, however, 29.3 m.p.g. The short tests are shown in Table 4, indicating a further increase of just over over a mile in the first quart at 5.71 miles (equal to 22.84 m.p.g.), as against only 14.6 in the first test.

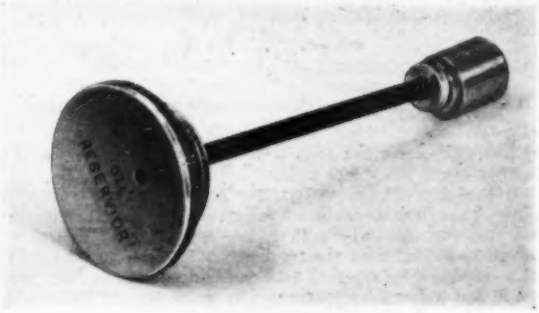
The only remaining modification which might offer possibilities was the fitting of an "atomiser" or distribution rectifier. On several previous occasions I had succeeded in eliminating "flat spots" when experimenting with other types of car, thus enabling even weaker mixtures to be satisfactorily digested, but in view of the very direct induction tracts on the Riley engine I had no flat spots to eliminate. The carburettors were, however, removed and two Cox Atmos units fitted.

TABLE 4

Quantity	Miles	Improvement on Table 3	
1st pint	2.28	0.36	Air temperature 38–42 deg F.
2nd "	3.43	0.66	
3rd "	3.55	0.55	
4th "	3.60	0.50	
5th "	3.60	0.45	

The car was then driven until normal running temperature was reached. It was then found possible to make a slight reduction in mixture strength at idling speed without any deterioration in rhythmic tick-over. With the S.U. carburettor this results in an equal reduction throughout the range, so a small additional economy might be expected. The tests which followed, however, showed further improvement as shown in Table 5 and the consumption stabilized three or four miles earlier at a figure of 3.76 miles or 30.08 m.p.g., whilst the average mileage covered by the first quart of fuel from cold was no less than 5.94.

A series of runs over ½ gallon confirmed the 30.08 figure with an average of 30.09, a further gain of 1.6 m.p.g. and total improvement to date of over 8 m.p.g.



S.U. carburettor dash-pot spindle removed. Lubricate strictly to manufacturer's specification.

TABLE 5

Quantity	Miles	Improvement on Table 4	
1st pint	2.38	0.10	Air temperature 40 deg F
2nd "	3.56	0.14	
3rd "	3.76	0.16	
4th "	3.76	0.16	

All these tests had been carried out on the basis of up to 30 m.p.h. for the first pint, and 40 m.p.h. thereafter, so long as road and traffic conditions allowed it to be maintained. It was assumed that this was around maximum economy and some attempts were made at confirmation, but results were not convincing because it was difficult to maintain a steady speed of 45 m.p.h. for a sufficient length of time.

It can be stated, however, that I could not better 32 m.p.g. at 45 m.p.h. but did do so several times at 35 m.p.h. Whether this was the result of speed alone is difficult to assess.

The only remaining experiments were those concerning tyre pressure and the results are shown in Table 6 where it will be seen that there is little to be gained by over-inflation, but a great deal to lose by going below the recommended pressure which, on the Riley, is 24 lb. It should,

Tapley meters provide a means of assessing performance.

perhaps, be stated that in all other tests the pressure was maintained at 25 lb front and 24 lb rear.

In compiling Table 6 the speed in each case was maintained at a steady 40 m.p.h. on a round trip (measuring 4½ miles in each direction) over a level road clear of traffic. This probably accounts for the very high reading of 32.2 m.p.g. at normal tyre pressure.

TABLE 6

Quantity	Tyre Pressure	Miles covered	M.P.G.
1 Quart	18 lb	6.9	27.6
1 "	20 lb	7.15	29.0
1 "	25 lb	8.05	32.2
1 "	35 lb	8.4	33.6
1 "	50 lb	8.5	34.0

Statements are frequently made that a fuel saving of 10 to 20 per cent is possible in cars equipped with a free wheel and some experiments were conducted which show that in certain circumstances these figures can be greatly exceeded. The car was driven up an incline over the North Downs—some three and a half miles long—in top gear at a steady 40 m.p.h. Using the one-pint measuring tank it was found that a distance of 3.4 miles could be covered uphill; the car then turned and free-wheeled at the same speed to the bottom. A total distance of 6.8 miles was therefore covered at a consumption of 54.4 m.p.g. Following this, a selected route was covered which included two long climbs and two long descents, a total distance of 21 miles which was covered at an average of 41.0 m.p.g. A second route, not quite so favourable as the first, was used at a later date, giving a figure of 38.0 m.p.g. In each case the descents were made with the engine switched off. It is therefore reasonable to assume that, on such journeys as might be encountered on Salisbury Plain, Dartmoor, or in any very hilly country where long gradual ascents are common, the saving in petrol will be substantial.

Performance Fall-off

So far all the tests had been carried out on Pool petrol and at the beginning, before any alterations were made, the Tapley performance meter reading for maximum top gear pull was 215 lb. At the end of the tests this had fallen to 205 lb, but these figures cannot be very reliable on account of the considerable amount of pinking, which at the end was rather worse because some 2,500 miles had elapsed with consequent carbon deposit. The weaker mixture itself produced increased pinking.

With the arrival of branded high octane fuel some further figures were taken without any other alterations whatever being made and over the three or four runs made on comparable gradients Tapley readings were all in the 220 to 225 lb range or around 8 per cent higher than with Pool petrol after reducing jet sizes. Readings of 220 lb had been previously obtained with the standard carburettor needles and Pool petrol, shortly following the decoke.

It is interesting to note that my own Tapley performance figures are 12 per cent higher than those quoted in *The Autocar* Road Test of this model, but my all-up weight was 4 cwt less, representing again 12 per cent, so it would appear that the economy obtained has cost nothing in performance.

I set off over my usual route with these figures in mind and half a gallon of petrol in the measuring tank. A cold start recorded 13.2 miles on the first round and 13.8 on the second. Neither of these figures could be described as startling and had in fact been equalled and even exceeded many times with Pool.

For further tests, therefore, a circular route was selected and included two hills neither of which could be climbed in top gear because of pinking, and both nearly a mile in length. This route was also rather winding and normally called for a fair amount of third gear.

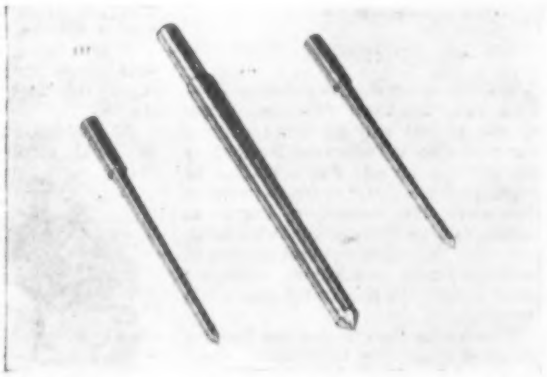
First-grade Improvement

With first grade fuel the complete route was covered at a consumption of 30.6 m.p.g. (mean of two runs) as against an average of 28.1 on Pool, an improvement of 2.5 m.p.g. or about 8.6 per cent, which is slightly in excess of the percentage increase in the price of the first grade petrol. To say, therefore, whether a high octane petrol will actually show a saving on consumption alone will depend largely on the type of route generally covered, but even though there is not an actual cash saving the general running of the car is so changed as to be worth the small difference should the results come out on the wrong side.

It will be noted that measurements were made only at temperatures around 40 degrees and when an opportunity occurred to test consumption from cold at 28 degrees a very considerable drop occurred.

The actual figures were: 1st pint 1.6, 2nd 2.5, 3rd 3.3, 4th 3.6, 5th 3.7. These have not been tabulated, as they are the results of one test only, but they show a drop of 2 m.p.g., no doubt attributable to the fact that the mixture control had to be employed to some extent for over two miles, and the more gradual warming up generally.

When employing these weaker mixtures in low temperatures the driver must be prepared for some hesitancy from cold and drive accordingly. It should be stressed that with S.U. carburettors particular attention should be paid to correct lubrication of the dash-pot spindle. If engine oil is used for this purpose (except for the damped type for which it is recommended) it can cause considerable trouble in restricting the free movement until the engine warms up and care should be exercised to use a very thin oil for this purpose.



Two correct carburettor needles for a 2½-litre Riley dwarfed by the needle from a racing S.U. carburettor. The correct needle and jet are of major importance.

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Servo Surprises

IF power steering makes anything like a rapid advance, there is one little pitfall that will have to be watched. It has been revealed by recent experiments of the Medical Research Council applied psychology research unit, which was mostly responsible for the work on direction indicators recently described.

Servo assistance, it must be remembered, is a process that relieves the operator of effort, so that he is left to "trigger off" the power via the control. If, with a lever control (which a steering wheel may be said to be), the effort is reduced to such an extent that there is very little resistance to the operator's muscular effort he becomes woefully inaccurate. This is something (don't ask me what) to do with proprioceptors, which inform their possessors of the position of the parts of the anatomy. Presumably they need the feel of the resistance to muscular effort to tell the brain exactly where the limb concerned is.

Here, it seems to me, is the reason why I, for one, dislike too light manual steering, and why I have always argued with my colleagues that lightness of brake pedal pressure is not necessarily a virtue. Quite positively I like to make some exertion when driving a car, and one of the reasons why I am so fond of my present vehicle is that steering, clutch and brakes, and also throttle pedal, while operating with a delicious smoothness, cause me to make a distinct effort in operation.

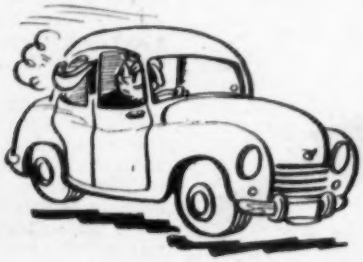
The more work along these lines the better, although there is some difficulty in transferring it from the rarefied atmosphere of psychological research into the everyday air of motoring.

✦ ✦ ✦

Indicators

MORE about direction indicators—this time from a German Paper on the subject entitled *Wind Tunnel Tests on Traffic Indicators*. Restricting air currents impede the operation of traffic indicators and the tests were to determine the maximum speed at which various designs could be used, and also the effect of various design modifications. Maximum attainable wind velocity in the tunnel was about 90 m.p.h.

The results showed that the limiting speed of every type of indicator could be raised by suitable design modifications, the resulting improved limiting speed being, on average, about 6 m.p.h. higher for oscillating indicators than



Impede the operation.

for stationary ones. An increase in the length of the arm, even from only 165 to 200 mm, resulted in a considerable drop in the limiting speed, owing to the difficulty of providing stronger magnets and springs within the limits of current dimensions. By complete redesigning, it is possible to attain fairly high limiting speeds with arms as much as 300 or 350 mm long.

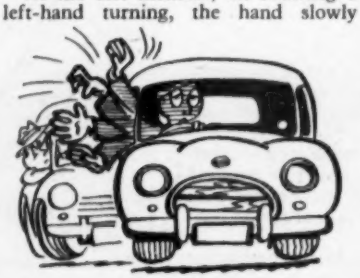
The modern vertical built-in indicator, 160 mm long, was satisfactory at maximum wind velocity, but reductions in the limiting speed of five and nearly ten miles an hour were observed when the indicator plane was inclined at 15 deg to the vertical. Design modifications aimed at drawing off the cushion of air between indicator arm and the car body had no appreciable effect.

✦ ✦ ✦

Classic Signal

I HAVE referred before to the driver who must have one hand out of the window most of the time for the purpose of continual signalling, and this is bad enough even if the signals are well given. The offender who gets my goat has given me another fine display. The hand was put out lazily and I took it for a turning right signal—but exercised some caution. Then the hand dropped down and I thought that it was a slowing down signal instead. The arm straightened out again, and, deciding it really was a turning right signal, this time I began to move in to the left.

At the last moment, on reaching a left-hand turning, the hand slowly



Fine display.

began to circle in the turning left signal, the vehicle commencing the turn as the hand began to revolve. If no signal had been given I should have accomplished a safe overtaking manœuvre some time previously instead of having to come to a virtual standstill as the car finally turned. Of course, when I thought it was going right I might have begun to cut in to the left too soon (for the ditherer was well out in the road) and had our wings caught it would no doubt have been quickly a case of had I not seen the signal?

✦ ✦ ✦

Dragging On?

CHAPTER two in the story of my car's clutch drag is now complete and may be retailed at the risk of boredom; but how we like discussing our symptoms! The service manager lost, for the adjustment (July 24) seemed to fall away and the drag came mercilessly back. "We'll take it down," he said, and they did. Some hours later I went round to make myself a nuisance again. No reason for the drag could be found and the lining wear was normal for the mileage (rather light, in fact, I noted with satisfaction). "Sorry, chaps," I apologized, "but it *was* dragging, you know. I hope you don't feel it's been too much a waste of time." "Apart from a desire to hit you over the head," they said, "we don't feel anything."

But it wasn't as bad as that really, because a most extraordinary type of wear had been taking place in the neighbourhood of the cushioning springs; of that, more later, after due enquiry. In the meantime, a new disc was fitted and the adjustment rechecked. All was reasonably well for thirty miles, and then the drag came back as bad as ever. Most disappointing.

"Give me that car," said the service manager determinedly. "I've been thinking about it overnight." That afternoon he rang me up and invited me to drive my own car round the block. It was gloriously free. He had rearranged the entire linkage, altering the leverage and bringing the pedal farther out into the driving compartment; the manufacturer's arc of movement had never been sufficient to clear the linings properly, right from the time that the car was new, and I suspect that the particular arc of movement was selected to make the most of the limited space for the left foot off the pedal. Not good design, that.

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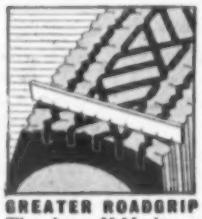
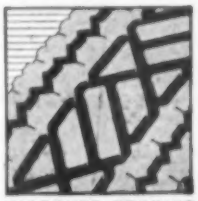
Write for free illustrated folder "The Story Behind the Greatest Development in Car Tyre Construction", to The Avon India Rubber Co. Ltd., Melksham, Wilts.

AVON H·M

HIGHER MILEAGE The thicker, deeper tread on the Avon H.M. gives you thousands of extra miles.



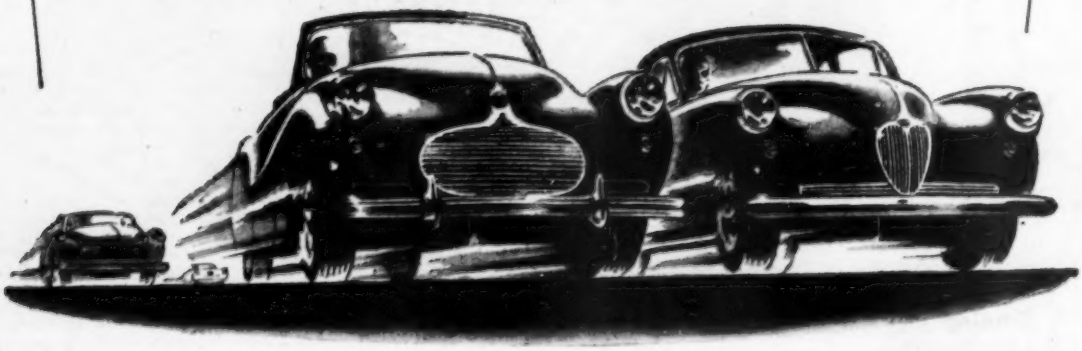
GREATER ROADGRIP The Avon H.M. has a wider tread. It gives a much greater area of road contact and extra 'bite'.



IMPROVED BRAKING Every test proves that Avon centre traction bars and multiple slots give far greater stopping power.

EXTRA SAFETY Immensely strong casing and buttressed shoulders make the Avon H.M. the safest tyre ever built.

CASTROL WINS



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AUGUST 2nd

INTERNATIONAL GRAND TOURING CATEGORY

750 c.c. Class 1st Monteverdi (Dyna Panhard)

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THE MASTERPIECE IN OILS

NEWS and VIEWS

The new Paladin caravan, the 16ft Nomad, has a pleasing bow window effect. It is seen here in the company of a Ford Zephyr. (See paragraph below.)

British Airlift

FROM Friday to Monday of August Bank Holiday weekend, car ferry planes of Silver City Airways crossed the English Channel 586 times, carrying the formidable total of over a thousand cars, 830 motor cycles, and 670 bicycles, as well as motor scooters and approximately 6,000 passengers.

Australian Expansion

DURING June 12,000 motor vehicles were registered in Australia, of which 3,400 were Australian made. This was an increase of 1,000 in the registrations of Australian made vehicles compared with June of the previous year. Of the month's total, 50 per cent of the vehicles registered were made in England, compared with 58 per cent in the previous June.

Burning Question

ANNOUNCEMENTS are now being made by oil companies to the effect that burning oil, vaporizing oil, diesel fuel, white spirit, and other oil products are being reduced in price by up to ½d a gallon. The only omission appears to be petrol. Once again it seems that the fluctuating demands and other factors across the Atlantic are setting world prices, and that over there the demand for petrol is still at a seasonal peak.

Mercedes Again

ONCE more the Mercedes-Benz company has established itself as the main German exporter of cars, in terms of value. In Stuttgart the company claims that last year its exports were 45 per cent up on the previous year (making a total value of about £19,000,000). This is more than the achievement of Volkswagen and other big firms.

Protected Inns

AS a result of action taken by a society of brewers and their retailers, nearly 500 more old inns have been scheduled by the Government during the last 12 months as being of outstanding historical or architectural interest. This brings the total up to nearly 2,000. The inns will eventually be marked by special plaques for their ready identification by travellers.

New Paladin Caravans

A NEW model, the 16ft Nomad, has been introduced by the Paladin Trailavan Co., Ltd., 464, Dunstable Road, Luton, Bedfordshire. In its basic form, with hardboard exterior panelling and hardwood window frames, it costs £309, but aluminium exterior panelling, light alloy window frames, a hot-water tank, and a Tayco stove are also available in higher-priced versions. The Nomad has an end-kitchen, with a Junior General oven cooker, two single beds and a double bed in separate compartments, and an internal toilet. It has a full-length steel chassis, and 5.50—16in heavy duty tyres.

The 14ft Wisdom continues, with the "holiday" layout of front settee and rear single beds as standard. But there is to be a new 12ft model, the Pixy, which is being designed for very light weight, and will probably make its bow at the London Show. These lightweight models are of special interest to the touring motorist.

Up and Over

AS an alternative to the normal hinged aluminium doors, a rising door is being made for the EB and CB types of sectional concrete garages made by Ernest Batley, Ltd., 60, College Road, Holbrooks, Coventry. The design is simple: the top corners of the door carry ball-bearing rollers which travel in aluminium tracks on the walls of the garage, and the lower corners are attached to swinging arms pivoted on the concrete door posts.

The door is counter-weighted by concrete blocks attached to the free ends of the arms, and is therefore light to raise and lower.

BANK HOLIDAY CARE

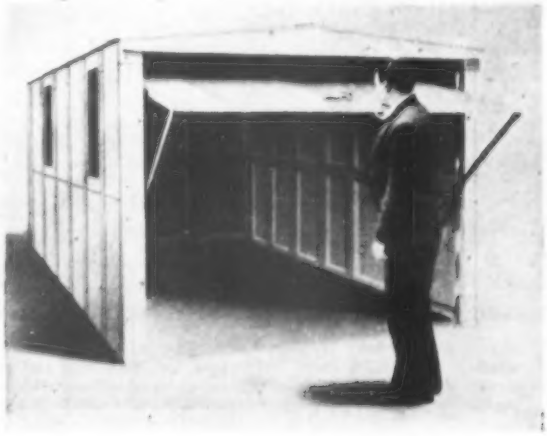
AT August Bank Holiday weekend the amount of traffic on the roads, recorded by A.A. patrols on the main roads in and out of London, broke all records. The standard of driving, however, was reported as being high. The chief faults noticed by A.A. observers were those which are regular sources of annoyance and danger. The main error was driving too slowly too near the centre of the road, a fault which causes a great deal of exasperation to all those other motorists who, whether for business or pleasure, have long distances to cover in crowded road conditions.

Next on the list came the drivers who tend to pull up close behind the vehicle in front to prevent a car overtaking them from pulling in. This is another popular manœuvre of the most dangerous kind. So often the overtaking vehicle is doing only what the driver of the vehicle in front has already had the opportunity to do himself.

Third error was the use of the outer lane on dual carriageways by slow traffic, and careless parking, especially on main traffic routes, was also criticized.

It is interesting to analyse these findings, for it will be seen that in each of the three situations it is the slower vehicle which is causing the danger, inconvenience, or impediment to traffic flow. In the first case it has this effect by travelling too slowly and being inconsiderately placed, in the second by not attempting to overtake and impeding others who do so, and in the third by again taking up the space allocated to those who are concerned with getting to their destinations rather than ambling through the country.

It is also interesting to note that there were very few flagrant examples of bad driving, for the Minister of Transport has persistently claimed that careful, courteous driving is the cure-all for the accident problem. There is more in it than that, of course.



This neat "up-and-over" door arrangement is now offered as an alternative to orthodox doors for prefabricated garages made by Ernest Batley, Ltd.

NEWS and VIEWS . . . . . continued

A twenty-minute wait in the Scottish Highlands while the roadmen mend a patch. However, this is the only road to Mallaig, the "road to the Isles," and no one seems to worry too much about the delay!

Showtime Approaches

OPENING time for the 38th International Motor Show in London approaches, and manufacturers are preparing to combine once more to make one of the world's most impressive exhibitions. It will be opened by the Duke of Edinburgh on October 21, and closing day will be October 31. There will be cars, specialist coachwork, motor boats and marine engines, caravans and light trailers, accessories and components, transport service equipment, and tyres. In addition, the specialist Press and allied organizations will be represented.

The exhibits will occupy the greatest space in Earls Court ever used for the Show, and once more manufacturers will show racing cars and models which have achieved special distinction. To date, British cars will be challenged by 18 American *marques*, six French, three German, three Italian, and one Spanish (Pegaso).

Alpine Guides

ENGLISH language guides have been prepared by the Swiss tourist office for travellers using six of the most picturesque passes in the Swiss Alps—Susten, Simplon, Maloja, Furka, Grimsel and Gotthard. There are also similar guides on Lugano and Locarno. They are available from the Swiss National Tourist Office, 458, Strand, London, W.C.2, priced at 2s 6d each.

Lakeland Likes Rallies

AT a meeting of the South Westmorland Rural District Council it was reported that the majority of local authorities to which the council had written for their views on the alleged nuisance of car and motor cycle rallies and trials (*The Autocar*, July 10) did not support the suggestion that representations should be made to the motoring organizations on the matter.

Replies were read from 14 authorities, of which only five supported the South Westmorland Council's protest, and the chairman (Councillor W. Abbott) commented that he was surprised to note that many of the authorities which did not give their support were in the Lake District.

On this point, Councillor D. Macfarlane pointed out that rallies meant trade to the people in the areas of the authorities concerned.

Councillor C. H. D. Acland expressed the opinion that, as the motoring organizations were now well aware of the council's criticisms, this fact might be to the advantage of everyone in the future.

It was decided to refer the matter to the Rural District Councils Association.

Massed parades have been a feature of the American scene for years, but it is not usual to see British cars four abreast and stretching back row after row. This picture was taken at Long Beach, California, where competitors vied on this occasion for the 1953 title of "Miss Universe." The cars are Sunbeam-Talbots and Hillman Minx convertibles

Argentine Order

OF the 681 vehicles for the Argentine Federal Police, for which a firm order has now been placed with the Ford company, 100 will be supplied from the British factory at Dagenham.

Indian Refinery

AN oil refinery with a capacity of two million tons a year is now under construction in Bombay which, on its completion in early 1955, will be the biggest in India. It will process crude oil from the Middle East. The cost will be nearly £20,000,000 and the new company (Burmah-Shell Refineries, Ltd.), which is carrying out the project, is jointly owned by Shell and Burmah Oil.

Italian Production

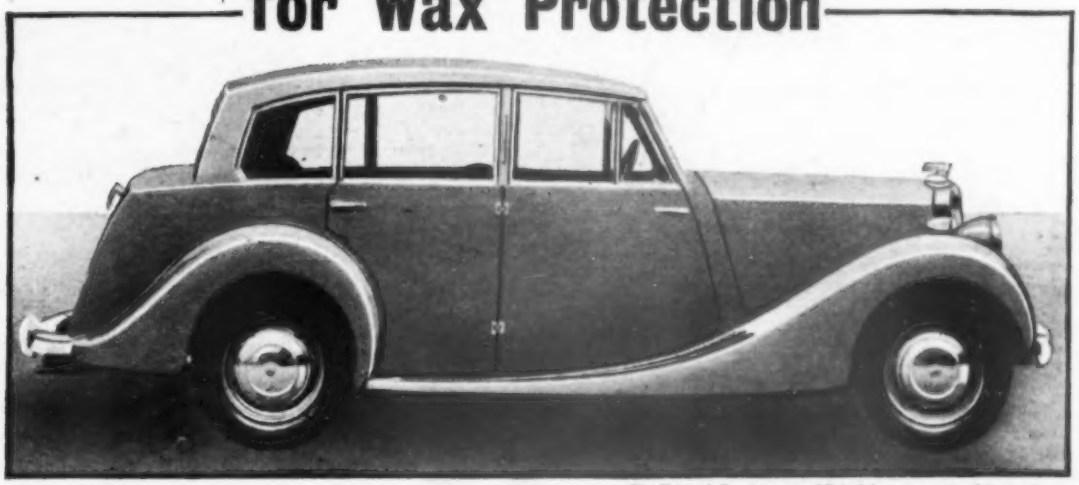
DURING the first half of this year the Italian motor industry produced 81,572 units compared with 65,832 during the first half of 1952, an increase of 23.9 per cent. Export figures rose from 14,997 in the first half of 1952 to 16,597, an increase of 18.1 per cent. The principal markets were Germany (2,745), Switzerland (2,603), Sweden (2,212), Austria (1,378) and Spain (1,116).

Scottish Ferries

A NEW combined passenger and vehicle ferry is to be built for the Kyle of Lochalsh-Kyleakin (Isle of Skye) service by British Railways. The new vessel will be similar to the *Portree*, which went into service on this route in April last year. It will carry four cars and will have a turntable to facilitate loading and unloading.

The north and south piers of the Kylesku ferry, in Sutherland, now extend into deep water. The ferry can operate at any state of the tide and vehicles can cross from 9 a.m. to 5 p.m. without any delay. The new boat is showing itself able to withstand a fairly strong gale, and is giving good service.

TRIUMPH approve CAR-PLATE for Wax Protection



The Triumph Renown, one of Britain's most popular 2 litre saloons.

A LASTING DIAMOND-SHINE WITH POSITIVELY NO RUBBING!

CAR-MAKERS join with car-owners in acknowledging the all-round excellence of a Car-Plate waxing. It's the brightest, toughest, longest-lasting protection you can give a car.

And Car-Plate is the quickest, easiest to use of all. Takes all the work out of car waxing! It spreads on easily . . . dries quickly . . . a light wipe removes the haze and reveals a brilliant diamond-shine. There is *positively no rubbing* with Car-Plate!

BONDS TO THE SURFACE

Applied to a properly cleaned car, Car-Plate *bonds* to the surface and forms an unbroken film of tough wax — a smooth film of protection that lasts month after month. Water won't penetrate it . . . dirt can't cling to it. Car-Plate is complete protection against sun, rain and grime.

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Remember Car-Plate is a wax, and wax needs a perfect base. That's why you must clean the surface *super-clean* before you apply Car-Plate. Ordinary washing is not enough — only a special cleaner will deal effectively with grease and dead paint. So do this cleaning job with Johnson's Carnu — it's quick, sure and absolutely safe. Carnu leaves the surface perfect for a Car-Plate waxing.

When properly cleaned, then waxed with Car-Plate, your car needs only an occasional wash to remove road dust and restore the diamond-shine. That's how you save *two ways* with Car-Plate. It saves you time, it saves you money — one tin will wax at least three cars. Try it today!

PROVE FOR YOURSELF HOW CAR-PLATE PROTECTS— BY MAKING THIS SIMPLE "RAINDROP" TEST

1 Unwaxed surface — note how water spreads — seeps into the finish.

2 Surface waxed with Car-Plate — note beading-up of raindrops.

Just wipe off any surface dirt or dust from your Car-Plated car and see how the raindrops 'bead up' on the clean waxed surface. Water cannot soak into the finish to do its hazing, dulling work. If water 'spreads' on your car, you know it needs a Car-Plate waxing.

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A FAIR TEST

PUPIL'S VIEW OF THE METHODS AND REQUIREMENTS OF A DRIVING TEST EXAMINER

I TOOK my test at Norbury, a suburb of London. I had driven for 15 hours with an instructor of a motoring school near my home, always in the same car; and I used this car for the test. We arrived at the office punctually, and sat waiting in a bare little room with a few seats and a counter at one end. As the minutes passed my instructor tried to ease the tension by asking me a few questions on the Highway Code; but when I answered "yes" vacantly to everything, even when he wanted to know the braking distance at 30 m.p.h., he gave up in despair.

A man came from the office behind the counter and called my name. I answered the two usual questions: "Have you your provisional driving licence and is it up to date? Are you fully covered by insurance for third-party risks?" and signed my name. Suddenly he took his gloves from the counter and came in front of it, and I realized that this was not just someone who asked routine questions, but the examiner himself. I regretted at once that I had not been more attentive, for it is wise on this occasion to appear reasonably alert.

Our car (a popular Eight) was in a side road, facing the main shopping street. It was ten o'clock, and traffic was quite heavy. As we walked to the car, the examiner asked if I had any disability that affected my driving; then I had to read the number plate of a car about 25 yards ahead. The range and nature of a driver's eyesight are vitally important, and if there is any hint of weakness in this connection, one's eyes should be examined some time before the test.

Nerves

I tried not to hurry into the car. I made sure that I was comfortably settled and that the driving seat was correctly adjusted. It was raining slightly, and I switched on the windscreen wipers—but they refused to move. I fiddled with them unhappily. "They'll work when the engine's running," the examiner said at last after sitting silently beside me for a time. (I had not remembered that the ignition switch was off.)

"I will always give my instructions clearly and well in advance. When I do not ask you to turn a corner, I want you to drive straight on in the same direction," the examiner said. "When you are ready, will you please start the car and turn left into the road ahead."

"Left?" I said, incredulously, for everyone had told me that the first turn in the test at Norbury is always right into the main road, and I had practised it many times.

"Yes, left." His voice was very distinct.

The first start is a little exciting, and no examiner will record a failure for a muddle. I lost my sense of sequence, and started to move the gear lever into second gear (for starting) before I had even switched on the engine. However, I managed to remember to look into the rear view mirror, and to let in the clutch gently.

Behind us another test was being started. I waited, hoping that the driver would be off before me; but he waited also, probably hoping the same of me. So I gave the hand signal, and drove to the main road, about 20 yards ahead, in second gear; then I stopped and waited until I could draw out into the main stream of traffic.

When we were around the corner, I changed into third and fourth gear as soon as I could. Provided one keeps within the speed limit, examiners prefer candidates to drive at a reasonable pace where possible, for it shows confidence in one's own driving.

Under the watch of a silent and critical observer my driving suffered. It became much more noisy than usual. Between gear changes I treated the throttle too harshly, and let the clutch in with a jerk when the change had been made. All my movements had become suddenly quicker—nerves, nasty and unnecessary things. I contrived to control mine by slowing all my movements, making each movement deliberate. Examiners like to see calm and unhurried handling of the controls. Sudden attacks on the gear lever at the wrong speeds and harsh treatment of the clutch and throttle, or any uneasy sense of flurry, may cause a candidate to fail.

Hazards

I drove up the main street. There were women with shopping baskets and children all over the pavement and road, and a *concours* of buses. Another L car overtook mine.

"I want you to take the next turning to the right," the examiner said.

I changed into third at once, to give me time in which to think, glanced into the driving mirror, gave the hand signal, and drove down the centre of the road, taking care to keep on the left of the white line. I hurried the change from third to second, and there was an unpleasant noise from the gear box. Then I stopped the car and waited for oncoming traffic to go by. However, I turned into the side road without cutting the corner, and as soon as possible was in top gear again.

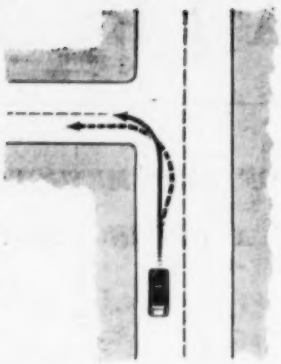
The next section tested cornering and general alertness. We were in a maze of fussy side streets. There were concealed cross roads, intersections, Slow marks on the road, continuous white lines, and awkward turnings—a concentrated hotchpotch of troublesome motoring. Frequently I had to turn either right or left. Whenever the examiner asked me to take a side turning, I changed immediately into third, braked gently, then changed into second; with left-hand turns, I followed the kerb, and when turning right avoided cutting the mouth of the corner. Approach to corners and the line that you take around them are probably the core of the driving test, for it is on corners and cross roads that most accidents occur in everyday motoring.

I noticed that the examiner often asked me to take the second turning—not the first. In these instances, the first was invariably a small cross roads. It would have been easy—by concentrating entirely on the second turning—to disregard the cross roads altogether and to drive straight over them without slowing the car and having a good look to right and left.

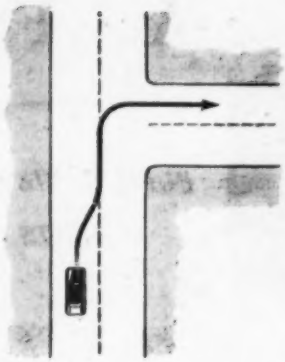
At blind cross roads and those barred by a white line, I stopped and looked vigorously both ways before restarting, or slowed almost to a standstill even if the way was obviously quite clear. All this, incidentally, was accom-

A FAIR TEST

continued



When turning left keep close to the left side of the road. Do not swing out before turning.



Do not cut the corner when turning right. Drive far enough over the intersection to take the left-hand side of the road immediately the turn is made.

panied by frequent use of the driving mirror and bold hand signals, although there was seldom another car behind us.

Any apprehension about changing gear is easily overcome by changing as much as possible; but one should keep within the right speeds for each gear. I tried always to get into top gear before the next manœuvre forced me to change down again, for I think that this shows confidence. If you stay down in third (or second with a three-speed gear box) for an unnecessarily long time, the examiner thinks either that you are not confident, or that you don't know the correct way to use the gears. Both are unsatisfactory.

I tried to handle the gear lever lightly but firmly, especially in the change from third to second, and we were blessed with comparative noiselessness; except once, when there was a sickening crash. "I'm terribly sorry," I said, feeling genuinely so for my passenger; and he replied, "That's quite all right."

"Will you please stop on the left?" the examiner said. I slowed down and nearly stopped, then saw that the car was blocking the entrance of a house; I drove on for a few yards, to find that we were almost directly opposite a road junction to the right (forbidden parking place in the Highway Code). I hesitated and nearly stopped again, but alas we were now almost on a corner to the left, so I carried on until there was a clear stretch of straight road. As I had dithered over this, I explained to the examiner why I had not stopped in the three other places, and he appeared to be satisfied.

Turnabout

On a narrow road with a high crown I had to turn the car around within the kerbs. In the anxiety of controlling the clutch and preventing the car from running on to the pavement, together with the harassing noise that the engine makes, it is easy to forget to look carefully in both directions before each separate turn is made in this manœuvre. Yet this keen look-around is just as important as the turn itself.

I could not risk getting the car around in one reverse movement, so I drove forward cautiously, stopped; reversed, then went forward; reversed again, then forward and around. At each gear change I had to use a lot of throttle to prevent the car from running over the kerb. If the car does mount the pavement, it often means failure, for this would be dangerous if there were pedestrians—especially small children—in the vicinity.

Some more corners followed; there was a tricky one to the right on a steep downhill gradient into a very narrow road, with a raised metal line at its centre. I kept well with the line. A little later, I was so anxious to enter a roundabout correctly, without interrupting the journey of two buses coming from the right, that I forgot that a gear box had ever been made. "It's wonderful what you can do in top, isn't it?" the examiner said. We were doing 10 m.p.h. in fourth gear. "I'm sorry about that—I forgot," I replied, hoping that he would take pity on me.

Reversing from a major road into a side turning to the left was the next set piece. "I want you to stop in a convenient position on the left and reverse into the side turning on the left; when you have reversed into this turning, please stop the car at the first lamp post." Before starting to reverse, I waited for a cyclist to come by. I felt uneasy about this reverse turn; therefore I tried more than ever to appear assured. I had positioned the car a little away from the kerb, to allow more room for the turn. At first, I allowed only a very little throttle, so the car did not "take off" with a jump on to the pavement. The corner was a gradual one, the kerb a wide sweep round. I followed it without overworking the steering. If the wheel is held properly, the car will follow the correct line without much persuasion. Once around the turn, I straightened the car quickly and stopped.

I had managed neither to run over the kerb nor to enter the road on the forbidden right-hand side. But if you make a mistake in this reverse—and think you have driven competently everywhere else in the test—it is a good idea to ask the examiner to give you another try at it. He is a human being, and, if he considers that your standard warrants it, will give you another chance. But the second attempt must be good.

"The next time I ask you to stop, I will tap on the windscreen with this book," the examiner said, "and I want you to stop the car as you would in an emergency, keeping it under control. It will be safe for you to do so, as I will make sure that there is nothing either in front or behind." This emergency stop is routine practice in the test, and is used to judge the efficiency of a driver's reactions.

Slip

I started the car and forgot to look in the mirror, or even to give a hand signal. A car passed us very close; I wondered uneasily whether the examiner had noticed my carelessness, for this is just the sort of incident that is a nuisance in normal driving, and can therefore cause a candidate to fail in the test. With the emergency stop at the back of my mind, I kept up a fair speed to show that it didn't worry me.

"Stop!" I jumped on the clutch and brake pedals. The car seemed to pull up within its own length. The tyres squealed, but the engine had not stalled. I put on the hand brake and returned the gear lever to neutral. (The drill of hand brake and gear lever should be carried out whenever a stop is made during the test.)

When I started again, we were faced at once with a junction of five roads. "I want you to take that road straight up on the right—the one with the chapel in it," the examiner told me. Just in time I noticed that we were at the extreme right end of an oval Keep Left roundabout. The Keep Left sign was very inconspicuous, and it would have been easy to miss it altogether and to follow the road straight up to the right without first turning left around the roundabout: a dangerous lack of observation.

The examiner asked me to stop and re-start the car on a fairly steep uphill gradient. I gave a lot of throttle, then let the clutch in gradually until I could feel the engine pulling, then released the hand brake, and hoped. The car moved forward. This start is important, for if a driver cannot start on an uphill gradient without rolling back, he may seriously damage a vehicle behind in dense traffic.

It seemed now that we had taken every obstacle, and I felt fairly content with my performance. I had done my best, at any rate, and had managed to keep the inevitable nervousness under control. Ten minutes later I knew that I had passed.

CATHERINE STOKES.

GOING WEST?

VARIATIONS ON A30

by Patrick Macnaghten

The head of a long, long queue on A30. It is led by a big machinery transporter carrying what might be termed a civilian track-laying tank, towed by one tractor and followed by another.

ANYWHERE between London and Basingstoke on a fine Friday afternoon in the holiday season—especially before a Bank Holiday—will be seen a depressing sight—the English nation going on holiday. A line of cars, nose to tail, a stern, tense figure crouched over the steering wheel of each, his hands clenched and his eyes fixed glassily on the bumper of the car which he is following much too closely. The strain of keeping station in the convoy is terrific, but every driver knows that if he relaxes for an instant the car behind will sway triumphantly past, its locker so crammed with luggage that its front wheels are practically off the ground.

We British are, of course, reputed to take our pleasures sadly, but it is surely unnecessary to take them quite as sadly as that. The best possible way of avoiding this scarcely mobile queue is obviously not to travel at the peak hours; but that is not as easy as it sounds, for many people cannot get away early in the morning on a Friday and they are naturally reluctant to put off their departure until the Saturday.

No Nocturnes

What is not quite so understandable is the general unwillingness to drive through the night. I, personally, prefer driving at night and find that an hour's sleep on arrival quite makes up for the bedless hours. The only trouble with driving at night is that you may get drowsy, in which case the remedy is to stop the car and get out and run for a couple of hundred yards.

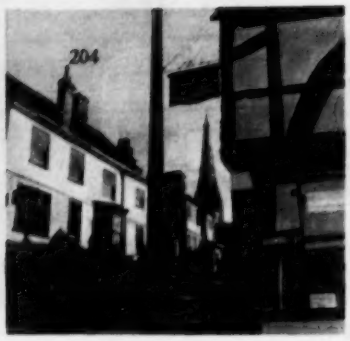
If it is quite impossible to avoid the peak hours the next best thing is to avoid the popular routes, and this is really quite simple. Assuming that you are starting from central London and that your destination lies to the west of Exeter you have a fairly wide choice. In the main, all the routes are based upon three roads, but the permutations and combinations are endless. The centre road is A30, which is supposed to be the main way to Exeter. There is an alternative route which runs to the south of it, and another to the north, but as this latter road does not branch off until you have travelled fifty miles from London it will be simpler to start with A30 itself.

In normal times, for ordinary mid-week traffic, this is a good fast road as far as Salisbury, but at holiday time it soon becomes overloaded and schedules and tempers are disrupted. The trouble is, of course, that A30 is a very short bottle with a very long neck.

One of my routes westward out of London when the traffic is heavy brings me to the Great Chertsey Road (A316), and through Chertsey (where the level-crossing may present a delay). Thence B386 runs across Chobham Common, almost parallel with A30. It is an astonishingly rural road, considering that it is so near London, and seldom seems to be used to capacity. After Windlesham it rejoins A30 about a mile on the London side of the "Cricketers" by the railway bridge outside Bagshot. It is, between this junction and Chertsey, a rather fiddling detour but it does avoid Staines bridge, which even after the alterations is still one of the worst spots on this road. It is well worth going to a certain amount of trouble to avoid Staines at holiday time, and this is really the only practicable way of doing it. None of the ways round Staines to the north is very good, although the best is probably to go along A4 instead of branching off to the left for A30, and then turn south through Windsor to rejoin A30 at the "Cricketers." This is a long way round and the winding narrow roads make it an unsatisfactory route at holiday time.

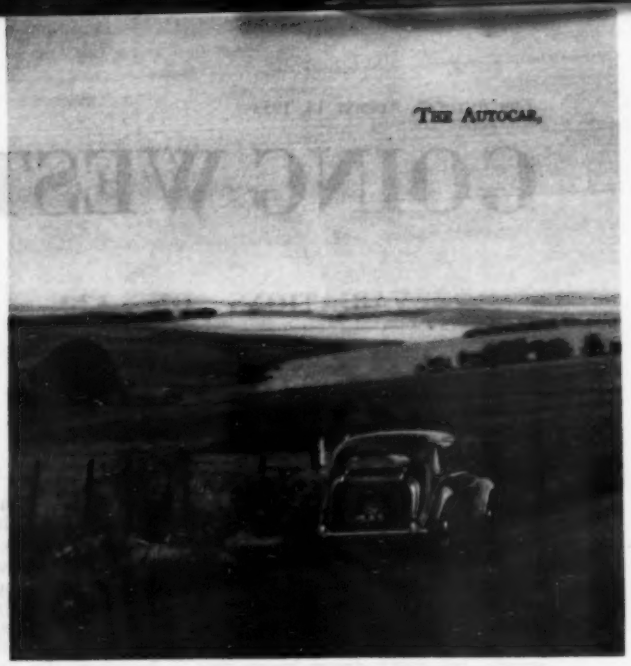
It is virtually impossible to suggest a good alternative to

Peace in the byways: B3400 passes over a stream near Whitchurch.



GOING WEST?
— continued —

An ancient bookshop in High Street, Salisbury.



Wide views over Salisbury Plain

the stretch from Bagshot to Basingstoke, since there are no roads running anything like parallel with it, so twenty miles of nose-to-tail has to be faced.

Once at Basingstoke, however, there are several routes. But first there is the burning question of whether to go through the town or round the by-pass. It is a matter of luck really. On balance I think it is best to avoid Basingstoke, as the main street is narrow and easily obstructed. It is at Basingstoke that the northern alternative to A30 begins. The point about this is that it goes across Salisbury Plain and avoids Salisbury itself. Andover and Wincanton are the biggest towns on it.

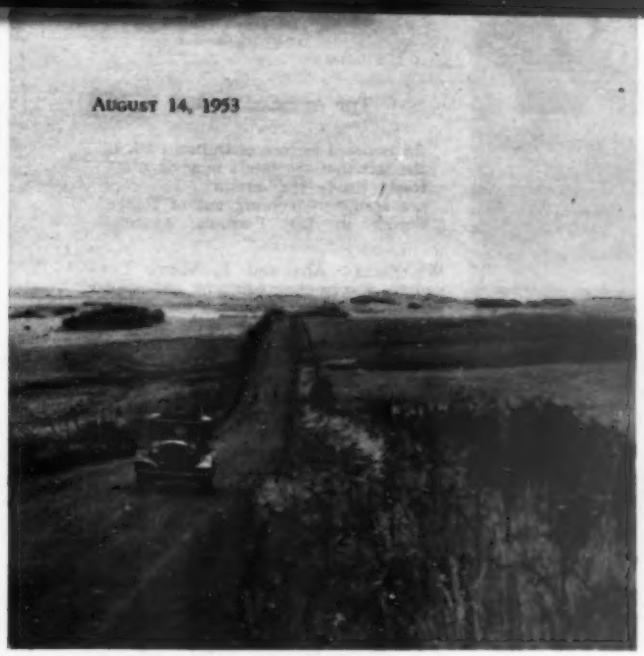
The normal way from Basingstoke to Andover is by A30 as far as the cross-roads marked to the left to Micheldever and there turn right on to A303. A now little known but pleasant way from Basingstoke to Andover is B3400, which goes through Whitchurch [it was once the main road and labelled A30—ED.]. It is a fairly good road but it entails going into Basingstoke. It is a very good way to take at night, for it consists almost entirely of gentle, and not-so-gentle, curves and one does not have to drive with lights almost permanently dipped, as on A30.

Past Stonehenge

Andover has a level-crossing, which occasionally proves troublesome, but after that A303 is a good fast road, very straight and smooth. It goes through Amesbury and past Stonehenge and its only defect is where it dips down into the Wylye valley. Wylye is a lovely little village set on the river of that name, but its narrow street with the sharp corners was never intended for heavy traffic. On the far side of the village there is a particularly dangerous railway bridge. With this one exception the road is a very good one indeed. It swings over the Plain to Mere, Wincanton, Sparkford and Ilchester, to rejoin A30 just west of Yarcombe, and five miles east of Honiton.

A30 meanwhile has deteriorated considerably as a through route. From Basingstoke there is a fast stretch to Salisbury

Stonehenge is best visited at some unfrequented time. At summer weekends the atmosphere is lost !



from the Amesbury Road (A303).

whichever way you go, whether by Stockbridge or Andover. If you choose Andover and wish to get to Salisbury the road is A343 by Over Wallop. Salisbury is easy to get round and a route avoiding the centre is clearly signposted through the outskirts of the city.

At the bottom of the hill as you approach Salisbury you are liable to meet an alarming phenomenon. There is an awkwardly placed railway bridge set aslant a corner and, as if this were not enough, it is only sufficiently high to let a bus pass under in the very centre. Consequently, on one of the most important trunk roads in England you are likely at any minute to meet a double-decker bus in the middle of the road at a blind corner (signs are, however, erected to this effect).

After Salisbury A30 becomes a lamentable affair. The country is pleasant enough but the road winds and twists up and down hill and is constantly running, or rather crawling, through picturesque little towns. At mid-week in winter its beauty is a strong recommendation, but at a summer weekend it should be avoided at all costs. Wilton, Shaftesbury and Sherborne, to say nothing of Yeovil, Crewkerne and Chard, are delightful towns—but not when there are a lot of cars about.

Hardy Country

The road which I suggest as an alternative to A30 westward from Salisbury is A354. It has become ever more popular in recent years, so that it is nearly, but not quite, as bad as A30 at a summer weekend. However, it is straight for a great part of its length and overtaking is much easier. It is not difficult to find the way out of Salisbury; there are only two turns necessary and they are both at junctions, and both clearly marked "Blandford." Coming back, the signposting is not as good and care has to be taken not to get on to the Southampton road by mistake.

There is one curiosity on A354—the instructions on the speed limit signs in Coombe Bissett are, for some reason or other, written in full; likewise the derestriction signs. From Coombe Bissett to Blandford the road affords magnificent open views, and even when carrying heavy traffic it is much less tiring to drive on than A30. And so to Puddletown where it meets A35.

The road through Dorchester is very simple. A354 turns south to Weymouth, and the road to the west remains as A35. The stretch between Dorchester and Bridport is very well surfaced and while it is hilly and not particularly straight it is pleasant to drive on as the majority of the bends are fast open ones. In fact, these fifteen miles, when comparatively traffic-free, give a better opportunity of appraising the qualities of a car than almost anywhere else I know. Roadholding, cornering, hill-climbing, braking (enough of this to show up any tendency to "fade"), acceleration, and even maximum speed can all be proved here, but not on a Bank Holiday.

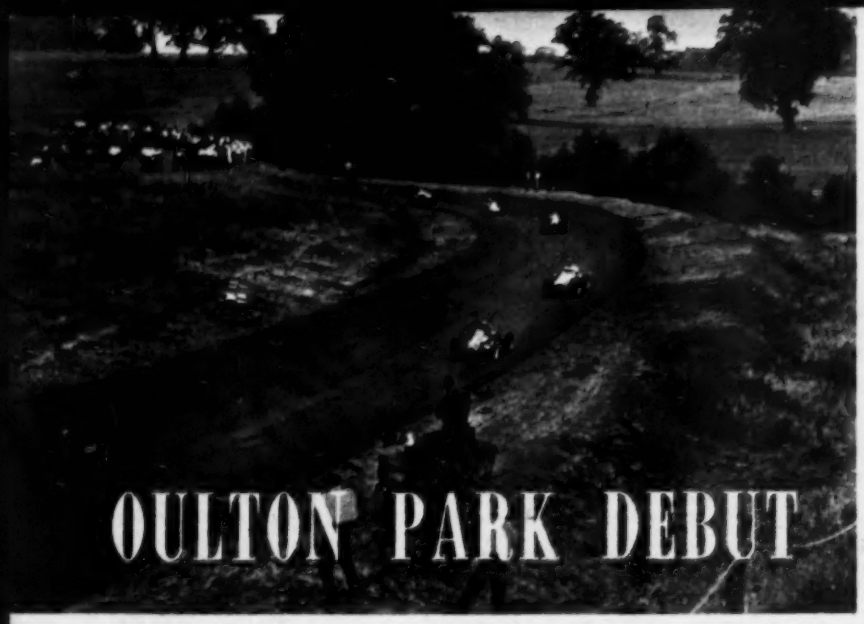
It is on this stretch of road that you will get your first glimpse of the sea. After Bridport the road becomes nearly as twisty as A30 and for the last twenty-two miles to Honiton there is little to choose between them. A35 wanders off through Lyme Regis on its way to Exeter, but a far quicker way is to go into Axminster and thence to Honiton. The total distance from Salisbury to Honiton via Blandford and Dorchester is seventy-seven miles as against seventy-two by A30.

The third or southern route does not touch A30 at all. It is A3 as far as the Guildford by-pass and then A31 across the Hog's Back to Farnham and Alton. If you like, you can go from Winchester to rejoin A30 at Stockbridge and in this case I would recommend taking B3047 to the right just west of New Alresford and running through some very pleasant water meadow country beside the Itchen, to miss Winchester entirely. This way of reaching Stockbridge makes the distance from London seventy-six miles—nine miles longer than by A30. Having got as far as Winchester I find it best to carry on along A31 to the Cadnam roundabout and then Ringwood (by-passed) and Wimborne, a route which joins A35 at Bere Regis and meets the Blandford-Dorchester road at Puddletown.

A31 goes right through the heart of the New Forest and so unfortunately you are likely to find not only the heavy weekend traffic on its way to Bournemouth but sightseers as well. All the same, if you have to progress slowly anyway you may as well do so in beautiful surroundings.

These, then, are some of the alternatives to A30 and they will repay investigation. None is, of course, a completely satisfactory answer, but all these roads are at least as good as A30 and if the more enterprising motorists would try them A30 would be much more tolerable for the remainder.

Salisbury's great cathedral, lovely in itself, is beautifully surrounded by its venerable ancillary buildings.



OULTON PARK DEBUT

SUCCESSFUL OPENING OF NEW ROAD RACING CIRCUIT

SATURDAY last, August 8, may well prove an important date in the history of motor sport in Great Britain. It saw the first meeting to be held on the new road-racing circuit at Oulton Park, near Tarporley, in Cheshire, and although this was a closed members' meeting of the Mid-Cheshire M.C. it provided an excellent afternoon's sport which was thoroughly enjoyed by competitors and spectators alike.

Beyond any doubt the Cheshire Car Circuit, Ltd. are to be congratulated on the excellence of the circuit they have provided, which was thoroughly approved by such experienced drivers as Tony Rolt and Peter Whitehead. The Mid-Cheshire Club deserve equal commendation for the well-drilled organization of their meeting, which ran smoothly throughout from the varied points of view of drivers and spectators alike.

Full Day

Five races consisted of three heats of ten laps for formula 3 cars, a formula 2 race of 33 laps, and the final over 17 laps for the first four in each of the formula 3 heats.

The starting grid was arranged according to practice times and for the first race D. Truman's Cooper-Norton had the inside berth of the first row, with L. Thorne's Cooper-Norton in the centre and C. A. N. May's Cooper-J.A.P. on the outside. Behind came R. Parker's Cooper-J.A.P. and J. L. Rowbotham's J.L.R. Special, with E. Goodwin's Kieft and P. Trevellick's Trevellick in the rear.

At the fall of the flag May forged ahead, hotly pursued by Truman and Thorne, who both soon managed to pass him. By the second lap it was obvious that Truman was increasing his lead and was likely to win. May and Thorne duelled fiercely, Thorne leading May until the sixth lap when May got by only to be harried in turn. Another duel was fought out by Rowbotham and Parker, the latter being faster into the bends but not getting past into fourth place until the fourth lap. Goodwin disappeared on the fourth lap with engine trouble. The leaders continued to circulate with great verve but unchanging positions, Truman finally winning by 6.6 sec at 70.12 m.p.h.

The second heat had nine runners, and produced a ding-dong struggle between L. Leston in his Norton-engined Leston and C. Headland's Martin-Headland Norton, first one taking the lead and then the other. E. Cunningham's Cooper-J.A.P. had been third fastest in practice but became ignitionally temperamental, the Hon. E. Greenall, in M. C. Kearon's Cooper-J.A.P., running in third place throughout. Headland just managed to hold off Leston by 0.2 sec, with Greenall 19.2 sec behind. A close finish.

Next race, heat 3, had eight starters but S. Bloor failed to get his Cooper-J.A.P. away cleanly and was never in the picture. D. Parker pushed his Kieft into the lead and stayed there, with N. Sanderson's Staride-Norton in second place, and a scrap for third place going on between C. Allison's Cooper-Norton and R. A. Anderson's Cooper-J.A.P.

Six runners for the formula 2 race set off at a cracking pace with Tony Rolt's Connaught and L. Leston's Cooper in very close company until the seventh lap, when the Cooper's gear lever broke. Peter Whitehead's Alta and L. Marr's Connaught, also in close company and not far behind the leaders, fought it out until on the thirteenth lap both spun at Lodge Corner, providing a real thrill for the spectators there. The steering of Marr's Connaught suffered and he retired, but the Cooper-Alta was able to continue although almost a lap behind Rolt.

A full field for the last race, the formula 3 final, got away with Leston leading, Headland in second place, and Sanderson third. Parker's Kieft was lying in sixth place behind Truman and May, but on the second lap he came up to fourth. On the fourth lap he passed Sanderson's Staride to lie third, and a lap later he passed Headland to take and keep second place. On the eighth lap Headland and R. Parker crashed at Lodge Corner, both running off the course and retiring, happily without personal injury. This left Sanderson in third place again, and the last ten laps saw Leston Spl, Kieft and Staride circulate in that order.

The official length of the circuit is 1 mile 887 yards and 2ft, and its minimum width is 30ft. Approximately rectangular, with sweeping curves for the corners, it dips appreciably at the south-western Range Corner and climbs Clay Hill, and is again approximately level to the sharpest bend at Lodge Corner, where it dives and rises in switchback style to level out past the pit area and the finish line. The tarred macadam surface is excellent throughout. With its setting in wooded parkland it is picturesque; spectators can circulate freely within the circuit. There are ample car parks, and good roads for easy access from all quarters. It is intended to improve spectator amenities, and the length of the circuit may ultimately be increased.

An unusual feature of Oulton Park is the fact that spectators may circulate freely inside the circuit. The cars are seen here coming out of Range Corner in the Formula 2 race.

RESULTS

Formula 3 (3 heats of 10 laps each, 17-lap final) **Heat 1:** 1, Cooper-Norton (D. Truman), 12m 52.4s, 70.12 m.p.h.; 2, Cooper-J.A.P. (C. A. N. May), 12m 59s; 3, Cooper-Norton (L. Thorne), 13m 12.2s. **Heat 2:** Martin-Headland Norton (C. D. Headland), 12m 54s, 69.97 m.p.h.; 2, Leston Spl. Norton (L. Leston), 12m 54.2s; 3, Cooper-J.A.P. (Hon. E. Greenall), 13m 15.4s. **Heat 3:** 1, Kieft-Norton (D. Parker), 12m 28.2s, 72.38 m.p.h.; 2, Staride-Norton (N. Sanderson), 13m 4s; 3, Cooper-Norton (C. Allison), 13m 9s. **Final:** 1, Leston Spl. (L. Leston), 21m 19.6s, 71.95 m.p.h.; 2, Kieft-Norton (D. Parker), 21m 22.6s; 3, Staride-Norton (N. Sanderson), 21m 23.2s.

Formula 2 (33 laps): 1, Connaught (A. P. R. Rolt), 36m 33.4s, 77.26 m.p.h.; 2, Cooper-Alta (P. H. Whitehead), 1 lap behind; 3, Cooper (Hon. E. Greenall), 2; 4, Alta-Bristol (J. B. Naylor), 39m 49.2s.

Don Parker's battered Kieft at Lodge Corner in the final of the 500 c.c. race in which it finished second.

Off With Their Heads!

RECORDS TUMBLE AT HANTS AND BERKS GREAT AUCLUM SPRINT

In making fastest time in class three, F. B. Copeland was enterprising with his Frazer-Nash. This picture shows him coming off the banking of the right-hand corner down in the dip after the start.

LIKE the ghost at the Christmas party, the course at Great Auclum is a practical joke with a streak of terror running through it. It plunges down from the start, narrow and bumpy, to a fearsomely banked right-hand turn, wiggles up through the woods with hazel thickets on the left and utterly uncompromising Berkshire oaks (straw baled) abutting on the right, rounds another banked right-hander and then takes a merciful straight line to the finish by Mr. Neil Gardiner's house. It is the Hants and Berks M.C. president's private drive.

Over this *mauvais quart de mile* last Saturday, brilliant driving and weather lowered the records in seven out of eight classes. First there was G. P. Taylor in his faintly R-type 1,008 c.c. M.G., independently sprung all round; he lowered his own figure by 1.06 sec. Then G. E. E. Tapp took 1.12 sec off R. C. Willis' old figure, driving the supercharged Buckler; a local victory, this, for the 1,172 c.c. Ford-engined, tubular-chassis Bucklers are made in Caversham Road, Reading, and go to show that the county town is not all beer and biscuits. Copeland's Frazer-Nash cut it fine over Crook's F-N figure, improving on it by only 0.01 sec, and Gordon Parker's new Jaguara excelled his Jaguette record by 0.64. But where the Jaguette has a 2½-litre blown Jaguar engine in a Magnette chassis, the Jaguara has a two-stage-blown XK120 engine in a tubular chassis, with coil springs at the rear and modified Vauxhall i.f.s. Still, Great Auclum does not favour the big cars.

The racing classes were dominated by the superb driving and keen rivalry of S. Lewis-Evans and K. A. Gregory. Gregory lowered Lewis-Evans' previous formula 3 record of 23.10 sec to 22.97, driving A. W. Richards' J.B.S.-J.A.P., but Lewis-Evans notched it down again with the Cooper-Norton to 22.47. Neither driver made the slightest concession to car or course; each took the same classic line, the little cars scuttling up through the trees like beetles surprised by a flashlamp; in the next class these two drove the same car—the 1,100 c.c. supercharged Cooper. Again Gregory lowered the record (Eric Brandon's), by 0.5 sec, and was fairly safely f.t.d. at that, for Lewis-Evans was 0.54 sec slower. But there was time for third runs, and the blown J.A.P. engine refused to respond to Gregory (27.81 sec) but hammered its heart out for Lewis-Evans (21.47 sec) to the tune of f.t.d., class and course record, silverware and £25 and all. The lot, in fact.

There was just that undignified class which failed to break its record and then the unusual blue, twin-reared Bugatti Special belonging to J. Berry took 0.60 sec off Archie Butterworth's old figure in the biggest class. Those were the dominating highlights of a very well-organized, friendly meeting, but there was a lot more in the picture, such as the various attempts to use Mr. Gardiner's banking (could the president be prevailed upon to give a demonstration?), the Case of the Ejected Valve Head after Bennett's Cooper-H.R.D. had broken a chain, and two claimants to the M.I.I. (Most Incredible Ironmongery) award. One was the expansion chamber on Hamilton's Invicta, fed by three branches and evacuated by two tail pipes. When the fires are damped down it is presumed that the owner enters to scale the boiler. The other was Dick Cæsar's Special, owned by W. A. Taylor. This is a plain rectangle, with wheels suspended in front by two transverse half-elliptics and at the rear by trailing arms bearing against reversed and canted quarter-elliptics. Engine by A.C., carburation by Amal (3), and transmission by Frazer-Nash. Appropriately enough in a Cæsarian chariot, the driver is well aft, and the absence of bodywork permits the spectators to see him executing a *pas de deux* between brake and throttle on rounding bends. Wonderful. It was so reliable, said Taylor to a sceptical group, that all he had to do before a meeting was to check clearances and clean the plugs. Certainly it went well last Saturday, to the tune of second in its class.

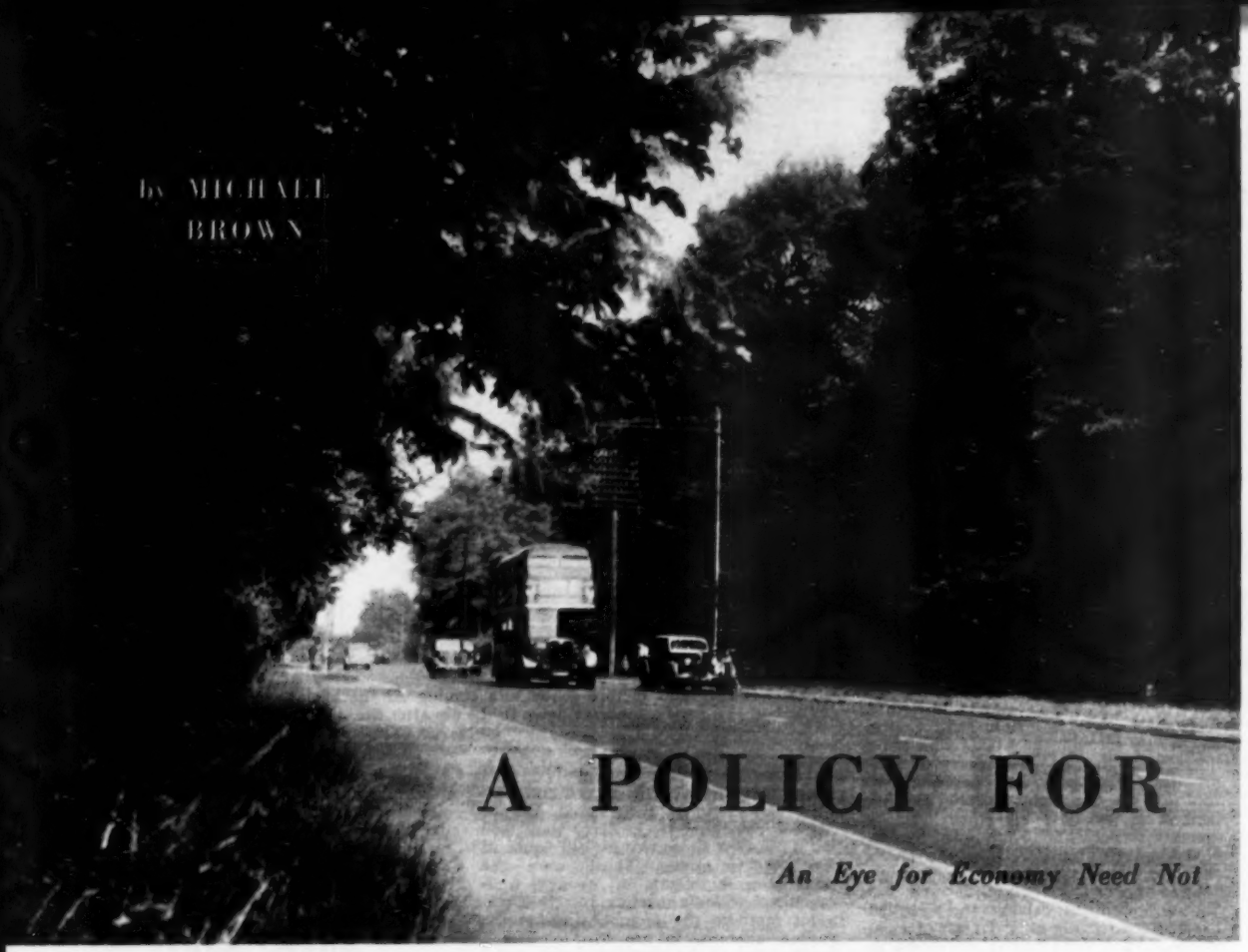
PROVISIONAL RESULTS

Sports Cars.—Up to 1,300 c.c.: 1, M.G. 1,008 (G. P. Taylor), 24.30sec*; 2, Arkiay 1,098 (W. H. Arkiay), 24.85; 3, Buckler 1,172 (G. E. Tapp), 24.94. **Up to 1,600 c.c., 1,300 c.c. s:** 1, Buckler 1,172 s (G. E. Tapp), 23.98*; 2, Lester-M.G. 1,467 (G. A. Ruddock), 24.10; 3, Buckler 1,172 s (C. D. Buckler), 24.51. **Up to 2,000 c.c., 1,600 c.c. s:** 1, Frazer-Nash 1,971 (F. B. Copeland), 23.66*; 2, H.R.G. 1,965 (W. S. Perkins), 24.71; 3, M.G. 1,435 s (M. Potter-Moore), 25.63. **Over 2,000 c.c., over 1,600 c.c. s:** 1, Jaguara 3,442 s (G. Parker), 23.27*; 2, Jaguette 2,664 s (W. Coleman), 24.76; 3, Bugatti 2,263 s (J. Berry), 25.20.

Racing Cars.—Up to 500 c.c.: 1, Cooper-Norton 497 (S. Lewis-Evans), 22.47*; 2, J.B.S.-J.A.P. 498 (K. A. Gregory), 23.97; 3, Hells Hammers V 500 (W. C. Cuff), 25.50. **Up to 1,100 c.c.:** 1, Cooper 1,100 s (S. Lewis-Evans), 21.47*; 2, Cooper 1,100 s (K. A. Gregory), 21.70; 3, Cooper-J.A.P. 996 (F. B. Bowrey), 22.47. **Up to 2,000 c.c.:** 1, Frazer-Nash 1,971 (F. B. Copeland), 23.70; 2, Caesar Spl. 1,901 (W. A. Taylor), 24.05; 3, Buckler 1,172 s (G. E. Tapp), 24.10. **Over 2,000 c.c.:** 1, Bugatti 2,263 s (J. Berry), 22.90*; 2, Bugatti 2,263 s (C. S. Henderson), 25.34; 3, Jaguara 3,442 s (G. Parker), 25.57.

Fastest time of day: Cooper 1,100 s (S. Lewis-Evans), 21.47*.
Fastest Lady: H.R.G. 1,496 (Mrs. N. Mitchell), 26.02.
* denotes record.

The one that broke the record—in this picture driven by K. A. Gregory; S. Lewis-Evans further improved on Gregory's time in a third run. It is the Cooper with the supercharged 1,100 c.c. J.A.P. engine and is seen on the first bend.



by MICHAEL BROWN

A POLICY FOR

An Eye for Economy Need Not

The puncture party by the roadside is a fixture, the double-decker is almost certainly well driven and is, in any case, a vehicle that is unlikely to make a sudden swerve. The gap left is plenty wide enough for a car—but another car is drawing out to make three abreast and close the road. However unfairly, the only course is to brake.

IN our house the sheets were always, at a certain stage in their history, turned sides to middle. We were, in fact, a frugal household, though not, I hope, what Clarence E. Mulford's type of American would call "mean, ornery folk." The habit of making things last has not been lost with the years and their just (I hope) reward, so that now, when I own a 1½-litre Riley which addicts will understand to be my Pride and Joy, it is driven always with an eye to making it last.

Such a policy for nursing tends to conjure up a dreary picture. One sees the little man who believes that 30 m.p.h. is "quite fast enough," and who hesitates to carry a sack of potatoes in the luggage locker. Persistently low speed is misguided economy with any car, but particularly with the 1½-litre; as another owner, Mr. A. S. Davey, showed in a recent article ("128,000 Miles before Rebore," June 26), there is nothing in reasonable engine speeds to wear out the car unduly. Most of the time, road permitting, my rev counter needle is between 3,500 and 4,000 r.p.m. in top gear (55.5 m.p.h. and 63.8 m.p.h.). At "four-five" the road speed exceeds 70 m.p.h., and, as this is reckoned enough although the throttle foot is not flat on the floor, the car has not yet been driven flat out. By me it will not be.

The object of the Riley's treatment is that it shall cover a vast mileage before it wears out, but that it shall not do so only at the cost of continual replacements. The sights are set on 100,000 miles, and the study of the driving methods with that end in view has become completely fascinating; it is much more absorbing than the problem of getting along through contemporary congestion and is far less frustrating. Such a study actually begins before the car is driven a yard, but owner care in the garage should be automatic by anyone who can be called responsible. I am a stickler for one thing, however—the good thick rug over the bonnet at night. The block is perceptibly warm to the hand the next morning, after all but the coldest nights of the year, and even on these slowing down the cooling rate must mean that the time is shortened during which the interior of the engine is at a lower temperature than that of the atmosphere. Consequently, less condensation can take place. A further slowing of the cooling in the depths of winter is obtained by the use of a paraffin heater under the berugged bonnet (not to prevent freezing, the cooling system containing anti-freeze). The instant start can be expected, therefore, and immediate dispensing with the choke, which is not required at all during the summer.

Warming-up

Engine revolutions per minute immediately after starting are set at about 1,200 by the hand throttle, and the car is backed immediately out of the garage. I would never warm up within a garage, even with the doors open, for fear of carbon monoxide. The bonnet rug is left in place while the garage is shut up and usually the thermometer needle has just begun to rise above 90 deg F (the lower stop) by the time one is ready to leave. Both temperature and oil pressure are watched to their desired levels before complete freedom is given to the throttle foot; temperature quickly rises to about 176 deg F, but oil pressure remains abnormal for about four miles even on a warm morning, and even with the Duckham's Q5500 that has been used throughout the car's life. At 25,000 miles the Riley remains a guinea-pig for this cross-blended and quite expensive oil. Its owner value is all a question of economics, and far too involved for amateur calculation. Some part of the m.p.g. of the car (30) and some part of its life will be owed to the use of Q5500, but it will not be possible to estimate how

much. That would require controlled bench testing, data from which, I should have thought, would have been made public by now. This country is curiously backward in some aspects of oil research, and it may be that comparative figures will come from across the Atlantic, where Esso now have a cross-blended oil called Uniflo. The Riley is using Q5500 to ascertain its effect on running and engine life, not the economics involved.

After eight miles or so, relaxation is permitted to the tune of about 3,000 r.p.m., and after about twenty miles I am prepared to see 4,500 without a thought other than the dominating one of whether or not the engine is doing it easily. I will let an engine neither slog nor race. At 4,500 a Riley engine is not racing, though I feel instinctively that mine, at least, is turning over sufficiently fast for happiness. Sundry small vibrations become apparent throughout the car and notably in the transmission, and as vibrations are intrusive (they have not been designed for) they must therefore involve damaging forces.

Most care for the engine is exercised in acceleration, which is always progressively controlled. Every effort is made to open the throttle at about the rate that the car's accelerative ability in terms of power and weight demands. Some pride is taken in using the minimum revs required for smooth clutch engagement, so that the anti-abrasive process starts from zero, as it were. Even in decelerating, the attempt is made to maintain smoothness, the throttle being closed rather than allowed to snap shut, to avoid the violent change-over in power flow along the transmission.

All this type of thing, part and parcel of driving itself, is done by most thoughtful owners, and in doing so they are brought to realize that the road and traffic are the greatest enemies of the ideal, which is, of course, the maintenance of constant speed in the engine. The second stage of the process, then, becomes the art of compromise between the demands of road and traffic and the desires of the driver to husband his machine.

Points of Check

The most frequent cause of fluctuation in speeds is checks from other traffic, and it is puzzling to see how few drivers anticipate them properly. It is one thing to press on in the hope of clearing a block before it is complete, to make an error of judgment and to have to stop after all. It is quite another to rush up behind vehicles which are stationary at traffic lights and to stop there when a change down into third and an amble would have allowed the block to clear; it is, in fact, a droplet or two of fuel, perhaps a microgramme of metal as a result of the abrasion caused by the violent deceleration, one more step along the road to failure owing to stress corrosion (metals can stand only a certain number of stresses before failure), and certainly a bit of brake lining. It is also five manipulations of the clutch against two, and

Braking Efficiency on Hills

Braking efficiency is affected by gradient, as is emphasized on the next page, and the effect is easily calculable, although the method of calculation is not widely known. The percentage rise or fall of the gradient is added to or subtracted from the percentage braking efficiency on the level. Thus, if a car's braking efficiency is 50 per cent on the level, it will be 60 per cent on an up-grade of 1 in 10, which is a 10 per cent rise. Similarly, it will be 40 per cent when descending the same gradient.

Stopping distance can be calculated from the formula $D = \frac{V^2}{30\mu}$ where D is stopping distance in feet, V is speed in m.p.h. and μ equals the coefficient of friction, which may be regarded as equivalent to the percentage of braking efficiency. Up the gradient quoted, therefore, μ equals 0.6 (60 per cent braking efficiency), and downhill it will be 0.4. If, then, the formula is applied it will be found that stopping distance uphill is decreased by 16.6 per cent, and downhill it is increased by 25 per cent—a much more serious result.

Stopping distance on the level with 50 per cent efficiency being 60ft, the distances in question are, therefore, 50ft uphill and 75ft downhill.

NURSING

Spoil Driving Pleasure

In winter the heavily be-rugged Riley has added under-bonnet comfort by means of the heater lamp.

The lights are red and the Ford Eight will take time to accelerate away. Even if the other car is still moving when the green appears, that, too, will take time—not least because it is almost certainly in top gear or neutral. Therefore you might as well decelerate as soon as the lights are observed to be against you.

A POLICY FOR NURSING: continued

On the open bend with a wide grass verge cornering speed can be high and the bend can be "straightened" as far as is safe. None the less, the uncompromising five-barred gate should be noted, especially as it occurs at the point where centrifugal force peaks. At this point (where the car is in this picture) there is no longer room to skid if the bend is really straightened.

a little rubber left on the road surface. If people nip in ahead of the Riley in such circumstances, I usually find that they are overtaken again in the natural course of things within a half-mile; and if they aren't, what matters it?

It is elementary practice to "straighten out" a corner as far as is practicable and safe, but it is surprising how many drivers fail to go on to stage two in these circumstances and consider corners in relation to any gradients involved. This is, admittedly, a stage that demands fair knowledge of the route for real application, but it is amazing how much can be learned by the Holmesian eye, even at high speeds. It is a rare bend that carries no indication of its sharpness, by trees or telegraph posts, by a house just round the corner, or by the speed of traffic coming in the opposite direction. If it is a 40 m.p.h. bend approached by a down-grade, of what use to accelerate down the hill and brake violently from 60? A fifth of a second gained, maybe, but a lot of brake lining gone because downhill deceleration demands much more braking than on the level or uphill. Moreover, the final negotiation of the corner with such tactics is often clumsy; you have introduced, as it were, an oscillation into the progress of the car: too fast, over-deceleration, over-acceleration, and eventually round, perhaps on the overrun.

Early Braking

Effort is made with the Riley to enter each corner at the optimum speed, with the engine pulling, and a certain amount of judicious braking is done at the start of the down-grade rather than at the end. By so doing one is not still preoccupied with getting the speed down at the moment of cornering, but can devote the maximum judgment to estimating how much speed can be used on the corner.

Contrary to what seems like common sense, the Riley tends to be seen going round corners rather faster in the wet than in the dry, because tyre wear is negligible in the wet but the dry-road squeal is comparatively expensive. If the Riley slides a bit it does so in a well-behaved manner, and it is a convenient fact that the straightening out of a corner coincides with the aim of giving oneself room to skid, except on the way out of a right-hand bend. Which reminds me of the horrifying habit of some drivers in not differentiating between open corners and those bounded on the outside by brick walls and trees. Dear friends, I think as I meet them, there's a good 10 m.p.h. difference between identical corners if one is open and the other isn't. Fortunately, that type of driver does not usually corner at speeds likely to cause a slide.

What tyre pressures? The manufacturer recommends 22 front and 24 back, but I use pressures at least 2lb higher than this all round, even with only one up. I say "at least" because a casual check of my gauge against a service station plant showed mine to be apparently 2lb "slow." The figures I use are, therefore, 26 front and 28 back on my gauge; if, by any chance, the service station gauge was wrong, the Riley is 4lb up all round. One new tyre has been fitted out of five in use in 25,000 miles. The other three on the car now need renewal, but the spare is all right for another 5,000 miles. Quite good, I feel. The high front pressure gives an aptitude to front-wheel sliding in one set of circumstances—when the front tyres are on a wet, slippery surface and it is necessary to make a pronounced steering movement. As these circumstances are invariably low-speed, no danger results therefrom.

The car's journeys are selected with an eye to long life as far as this is in the control of the driver. Naturally there are some short journeys that are inevitable, and one of these is a regular one before breakfast, when the car will be leaving after the meal on the journey to London. Passers-by give me a curious look as I drape the bonnet with the thick rug at the height of a summer heat wave and then sit down to breakfast in the garden. Those who know that the owner is "something to do with cars" feel that, like Ol' Man Ribber, he must know sumthin'. I hope they're right.

The car is bought Esso Extra with no twinge (in spite of those sheets). It does everything much more easily on the highest-octane fuel; the fact that the engine may not *need* such a fuel leaves me unmoved. With a little carelessness I can get a pink out of it on other fuels and pinking imposes shock loads, no matter how small; therefore the car gets fuel on which it does not pink. This "doing things easily" is something of a mania with me, but I always think of simple filing as a deadly warning of abrasion between surfaces. You can pass a file to and fro over a piece of metal under its own weight alone and make little impression upon the metal. But apply the usual pressure and file properly and there is abrasive wear. Well aware that the nature of friction is not fully understood, I am prepared to remember the file as a homely warning until the back-room boys can tell car owners more.

Out of Hours

The most regular journey of the car is to and from London, into which it plunges at the end of a drive that is long enough for the engine to warm up thoroughly. Thus the trials of the morning rush hour cause me little unease, because the engine and transmission are well warmed; in any case, long experience has given reward in the shape of a tortuous but quiet route which keeps fairly free of traffic (a stamped addressed envelope will not elicit). Even so, my homeward journey is after the lunatic fringe has departed at 5.30 p.m., and I am glad that this is so. Drifting gently off down the deserted streets sometimes less than an hour later (Why can't we be sensible and stagger hours in a big way?), I tune in the radio and settle back to a pleasant hour and a quarter or so. In the quiet and tasteful surroundings of this type of car the experience is pure pleasure, however often undergone; thus I begin to enjoy my leisure

the moment the office door clangs behind me. Who could ask for more?

The aim on the road, then, is to reach cruising speed and then to stay there for as long periods as are possible. Up to a point the methods are the same as are used to promote safety; it is all a matter of anticipation. But whereas road safety strictly demands only that one shall stop in time to avoid trouble, the maintenance of a cruising speed demands that one shall not only foresee circumstances, but shall also foresee a method of avoiding entanglement without reducing speed more than is essential. In working along such lines fine judgment is required as to where to draw the line, and it is this which makes it absorbing.

To take a simple instance, let us say that a car is about to overtake a lorry. The road is normal main road width, centrally "cat's-eyed," and a car is visible coming in the opposite direction. Pure prudence would say slow down until this car has passed, then overtake. This should not be necessary, provided that certain conditions are satisfied. Is the lorry proceeding along a well-controlled path, close to the kerb? What is the car coming in the opposite direction? If it is, say, a Triumph Renown moving quite fast and already far enough in to its left side to permit an easy three vehicles abreast, then it should be safe to go ahead. Sound the horn, to make sure that the lorry driver does nothing peculiar, and acknowledge the Triumph driver's co-operation as the cars pass.

Bluntly, if the oncoming car is a very popular family saloon, driven by a woman and well out in the middle of the road, hold back. That remark is not made as a claim to male superiority, but because the proportion of purely unskilful drivers amongst women is greater than it is amongst men and because women become flustered more easily.

Popularity of the Crown

The clinging to the middle of the road that leads to so much unnecessary congestion is growing, I think. We all know the car ahead that does so, the driver of which "waves us on" misguidedly and angrily when given a reminder that one needs space in which to overtake. Lately, however, I feel that the bad habit is becoming pronounced in the other direction, and occasionally on blind bends! I make a rule to blow the horn if a solitary passing car forces me "into the ditch," and if that suggests a didactic attitude to road users I am sorry; a few teachers are called for these days.

The use of the horn remains part of the technique with the Riley. As I understand it, those in my neighbourhood when the car is travelling fast deserve to be warned of its approach, which they may not have noticed; accordingly I sound the horn when my summing-up of the situation suggests that a foolish move on the part of any other road user in the neighbourhood could endanger him and me. If anyone feels that that is "blasting one's way through all and sundry" I suggest that he re-examines his mental outlook towards the road and its users. There is no logic in the statement that a horn is unnecessary; indeed, from the illogical point of view from which such a statement is made, brakes are unnecessary, too. I'll stick to both—and use them.

Very fine judgment, therefore, must be applied to road circumstances—much finer than is necessary purely for safety's sake. If the shock load of sudden braking and the cost of linings is borne in mind these impose a safeguard against taking an unjustifiable chance, which this owner is too timid to do anyway. Moreover, I would hate of be suspected of trying to intimidate any other road user into "giving way."

Speed—even the comparatively modest speed embraced by this policy for nursing—is so much misunderstood that I think the fast driver needs to be specially sure that he does not offend for lack of courtesy. Accordingly, the Riley driver acknowledges the other driver who pulls over to "make a gap" when he needn't (such as past a stationary bus); the heavy driver who gives an invaluable signal from his high viewpoint, and the pedestrian who politely refuses to exercise his rights. Such gestures deserve thanks, and I try to be equally punctilious in making things easy for faster drivers; the rear mirror is, of course, the crucial point here.

Drivers who use their rear mirrors to the full are very few and far between. I recall a recent Sunday when we were heading south along the road from Carlisle to Penrith. Driver after driver veered sharply in *after* the Riley had passed, showing that the car had reminded them of possible overtakers. As we neared Penrith, a green Hillman Minx drew over a hundred yards in advance. "Good Lord," I remarked with no doubt irritating superiority, "a driver using his mirror." As we overtook, we recognized a fellow motoring journalist who is a personal friend. Does this suggest that only readers of his journal and ours look backwards? If so (the popularity of those journals notwithstanding!), they make a regrettably small minority!

All elementary, my dear Watson? Perhaps, but the elementary is only too obviously overlooked on the road,

Emphatically one for a circumspect speed. Any bend with a wall or trees on its outside needs taking with the fact in mind. Bear in mind also that, whatever happens round the corner, there is no escape to the left.

and although the policy for nursing calls for elementary action it calls also for a great deal of delicacy in its application if the driver is not to be misunderstood. Incidentals that are elementary are often overlooked. The thoughtful owner of a not-too-heavy car such as the 1½-litre will always push it in and out of the garage for routine attention, rather than use the engine for such a short period; he will park behind a windbreak in December rather than let the north wind whistle through his radiator grille while he is in the cinema; he will check his own tyre pressures regularly and will make sure that he himself does the periodical tyre change-round, going round each tread for flints and nails, and making a final round of wheelnuts *after* he feels sure that he has tightened them all. He will buy a car that permits intelligent usage, even if most of the servicing is nowadays taken out of his hands; that has such indirect aids to long life as thermometer, oil pressure gauge and hand throttle and ignition controls. Mr. Davey's 128,000 miles is only an interim goal for Riley owners; if they pass that they can always have a shot at the million miles covered by a Nine from the famous factory, a figure that was substantiated in the correspondence columns of *The Autocar*. The more rabid Riley owners are convinced that the car is the answer to the toast of "Long Life and Happiness."

ACCESSORIES

The Elusive Cotter

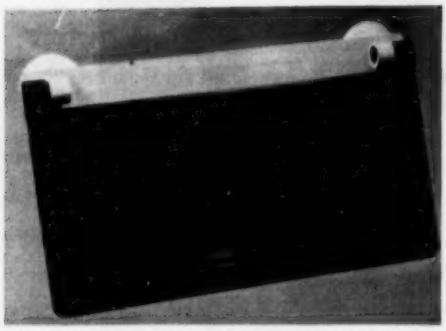
A VALVE cotter remover manufactured by Harmans Engineering Co., Yelland, Barnstaple, Devon, incorporates a cup into which valve cotters drop when the valve spring is lifted. The tool is placed with its jaws round the tappet head, and when it is later withdrawn spring-loaded gates in the edge of the cup retain the cotters.

The tool, which is of neat construction, costs 10s 6d.

Harmans' tool with a cup for catching valve cotters. On the right are seen the jaws underneath the tool.

New Vizor

AN inexpensive anti-glare vizor at 10s has been introduced by Tudor Accessories, Ltd., Silverdale Road, Hayes, Middlesex. It is attached to the windscreen by two white rubber suction cups, extensions of which form rubber bushes for the hinge pins of the panel. This hinging has a natural stiffness which retains the vizor in any desired position. Between the suction cups is a strip of plastic material which closes the gap between the top of the panel and the windscreen rail.



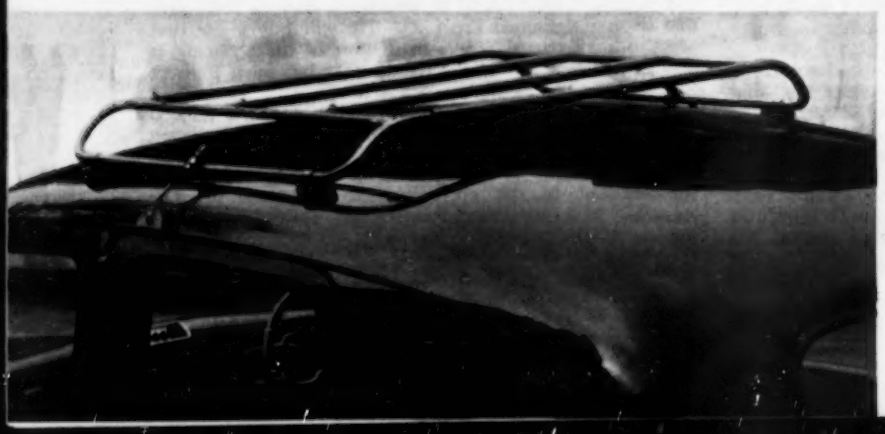
The new Tudor vizor, with its suction cups mounting.

The panel measures 11in by 5¼in, and is of transparent green plastic. It is much thinner than normal, and has, to strengthen it, a thicker edge.

Simple Luggage Rack

A SIMPLE roof luggage rack, in which the usual side and front rails have been omitted, has been added to the range of Parr Equipment Co., Ltd., 20, Avonmore Road, Kensington, London, W.14. This rack, called the Portagrid, is 2ft 3in long and is adjustable between 3ft 2in and 4ft widths, the cross-members being telescopic. It stands on four rubber feet, and is secured to a car's rain gutters at each side by an adjustable clamp. Like other Parr racks such as the Portarack, it can be taken to pieces and stowed in a corner of the luggage locker when not required; it is very light, weighing only 8lb.

The finish is either black or silver-grey baked enamel, and the price is £4 7s 6d.



Side and end rails are omitted from this simplified luggage rack.

Plastic Petrol Pipe

REPLACEMENT petrol pipes introduced by Creators, Ltd., Kings Road, New Haw, Weybridge, Surrey, are made of a petrol-resistant Armourflow plastic material and have, moulded within the plastic, a continuous steel spring, which imparts great strength to a pipe. At each end is a ferrule. The plastic is just soft enough for the pipe easily to screw on to existing, coarse-spiral threaded ends of metal unions for flexible piping.

Standard lengths are 1ft (3s 6d); 1ft 3in (3s 10d); 1ft 6in (4s 2d); 2ft (5s).

Armourflow plastic petrol piping.

Emergency Hand Cleaner

A SMALL hand washing outfit for use after a breakdown or a tyre change requires no water. There is a plastic squeeze-bottle containing a detergent safe for use on the skin, and a number of paper tissues. Hands seem to be effectively cleaned in this way, but if they are very dirty the paper tissues are rather small; a good sized rag or piece of towelling might well be carried for use with the detergent, of which only a few drops are needed at a time. This hand cleaner is called Scof, costs 2s 6d a bottle, and is sold by Universal Chemical Products, Ltd., 74, Great Hampton Street, Hockley, Birmingham, 18.

Dummy "knock-offs" for the M.G. TD.

Dummy Hubs

DUMMY knock-off hub caps for the TD model M.G. are being made for V. W. Derrington, Ltd., 159-161, London Road, Kingston-on-Thames, Surrey. They are cast in light alloy, polished, and have in their centres the M.G. badge with its octagonal panel. Attachment is by a screw through the centre of the existing hub disc, which is already drilled. The dummy hubs cost 13s each, or £2 10s for a set of four.

Three-point Plugs

TWO different electrode arrangements, either a single earth electrode or the three-point earth, are now available in K.L.G. F80 and FE80 sports plugs. The plugs have detachable centres and can therefore be hand-cleaned. They cost 5s each. The makers are K.L.G. Sparking Plugs, Ltd., Cricklewood Works, London, N.W.2.

The three-point earth electrodes of some K.L.G. plugs.

Take a
BENTLEY
into partnership

"Torrential rain stops road traffic"

Whenever this happens it is ten to one that sparking plugs aren't protected from rain, damp and condensation. But they could be, quite simply, quite inexpensively with weatherproof terminal covers.

Lodge, for example, have several types which are the result of severe all-weather tests in races, hill climbs and scrambles. One type is not only weatherproof but has a built in suppressor which prevents interference with television. Your garage or motor dealer stocks these Lodge Terminal Covers, from 2/6d.

Lodge sparking plugs, like the terminal covers, are the best that money and brains have yet produced. And this is no empty claim. Lodge is the most famous plug the world has ever known — a quality plug used by over 20 of the leading airlines of the world for its reliability and efficiency. Many quality car manufacturers also fit Lodge as original equipment.

Fit Lodge in your car and you will quickly appreciate the reason for this widespread confidence in Lodge quality.

Lodge Plugs Ltd., Rugby, England

OUTPUT is the topic in this automobile centre as the figures continue to soar. The two-millionth car this year came off the lines in April, and overtime working during May was undertaken with a goal of somewhere near 650,000 cars for the month. By the half-year, 3,200,000 had been produced. However, conversations on the subject do not have output records for the theme, but how long it will be possible to go on selling this mighty volume of vehicles. Operating against the salesman in this credit purchase country is an increasing tendency on the part of the finance companies to tighten up on hire purchase facilities offered to the American buyer.

Ironically minded citizens, confronted with the "Get the dents out of your fenders" campaign which is periodically undertaken to boost body repairing business, point out that before the body repairers know where they are they will be swamped with business owing to the rapidly increasing volume of traffic and the inevitable increase in minor accidents that must follow. Sit back, they advise, and wait for the dented fenders that are bound to come. It is estimated that 65,000,000 cars will be on U.S. highways by 1975.

This Chrysler with special body won first prize in its class in the 1953 *concours d'élégance* staged at Enghien les Bains, a resort near Paris. The body was designed by Ghia, of Turin. It is powered by a Chrysler V-eight engine.

DETROIT NOTEBOOK

TRANSATLANTIC DEVELOPMENTS IN CAR MATTERS

Seriously, the danger of a setback in automobile sales is very evident, and must be heightened by the ending of the fighting in Korea, with its release of materials and manufacturing capacity. Nevertheless, the sales force of the U.S. is on its toes and ready to prove its mettle. "Aggressive merchandising," they call the attitude.

It is normal for the U.S. industry to make most of the year's output in the first six months, and then to let it taper off as demand for new cars slackens with the approach of the fall. One company has reversed the trend this year. Studebaker, whose production figures went down to 500 a day during a strike at the plant of the transmission suppliers, is now producing 1,100 cars a day and intends to maintain this pace for several months to come, in order to catch up and make the year a record if possible.

* * *

GASOLINE economy seems to be a serious sales point at last, the Hudson company having gone to the extent of initiating a sales campaign for the Jet model based on a m.p.g. test by intending purchasers. This is christened the "Teacup Test," demonstration cars being equipped with metering devices permitting customers to observe the Jet's appetite for "gas."

This company maintains its keenness on stock car speed events and is now proudly boasting that Hornets have scored their 28th victory of the year in strictly stock car competition. Most of these events are races of about 100 miles.

* * *

LATEST convert to power steering is Ford, who is offering the Bendix booster linkage system as optional equipment for the V8 models only. Ford has christened the system "Master-Guide" and its extra cost to the customer will be in the neighbourhood of $150. A pull of 3½ lb on the steering wheel is required before the power assistance comes in. Several other companies are pressing forward with power steering for certain models in their ranges, and it looks as if this form of driver assistance has come to stay.

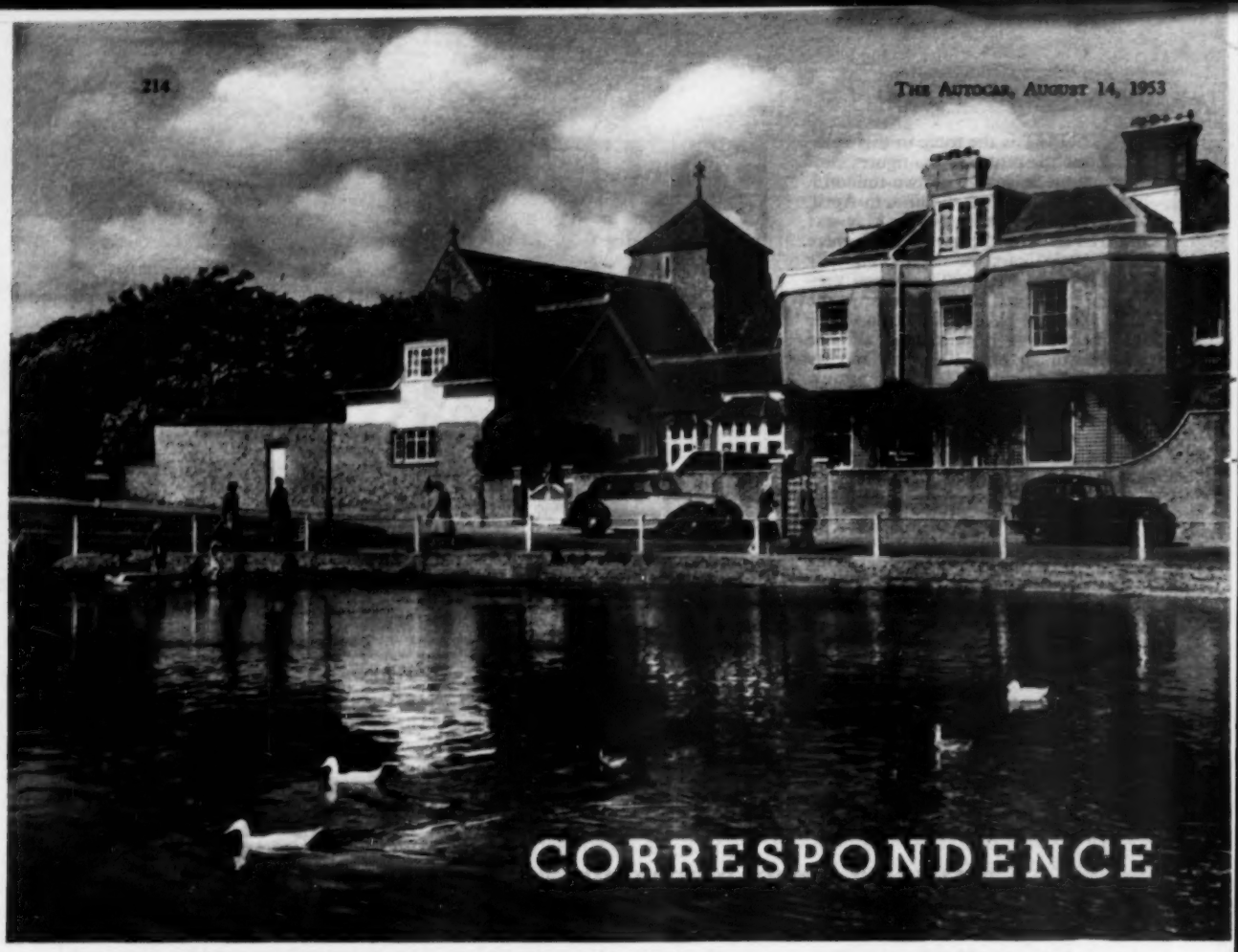
* * *

A SMALL cloud, no larger than a U.S. Patent Specification, has appeared on the engine horizon, for Number 2,632,340 is for a V-six engine and has been granted to General Motors; rumour has been rife for some time that various companies were experimenting with V-six engines. The V-six design has an inherent drawback in the undesirable forces that it exerts on the crankshaft, and it seems that G.M. have gone to considerable elaboration to obviate these; not only is there a counterweight provided near each end of the four-bearing crankshaft, disposed "substantially" 180 degrees apart, but also there is a second shaft positively driven by the crank at twice its speed on which are two unbalanced counterweights displaced 180 degrees apart. The necessity for such a provision might be said to be almost a condemnation of the V-six arrangement as a design, and a very great compensatory advantage is needed to overcome such a drawback. Major advantage of the V-six is, of course, its compactness.

* * *

THE old gag about the big fleas and the lesser fleas is brought to mind by the introduction of a new gadget to lessen pinking. This fits in the line from the distributor to the vacuum advance device for the ignition and is a valve to delay over-rapid influence of the vacuum. It might reasonably be argued that, if constriction is all that is wanted, a nip of the pipe with the pliers might serve the same purpose, but the gadget is claimed to give an extra 5 degrees of advance for the spark, so perhaps there is more to it than simple constriction. Anyway, the next stage is obviously a cut-out for the valve which can be brought into action when over-delay of the vacuum's influence is suspected. And after that . . .

H. K. JEFFERSON.



CORRESPONDENCE

By the village pond at Rottingdean, Sussex. The church, with the squat tower and the low-pitched roof characteristic of the region, is flint built. The old house, now an hotel, reflects the same style and thought; but its modern addition is not so happy.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

APPETITE

Temperature Clues to Friction

[65073.]—Commenting on Mr. G. V. Cowmeadow's letter [65038], and following The Scribe's jotting, I have no doubt that the troubles in increased petrol consumption are owed to a considerable increase in friction at the cylinder walls.

In 1935 I fitted Wellworthy Simplex rings to my 1934 K-type M.G. Magnette, which had an oil sump thermometer. After normal warming up at running-in speeds, it was observed that the sump temperature was 15 to 20 degrees higher than before the spring rings were fitted. Radiator temperature was also increased by approximately 10 degrees.

As petrol was easy to come by in those days, I am unable to comment on the effect on m.p.g., but it would appear reasonable to sum up the situation as follows: the increased friction has to be overcome by additional output from the engine; the unit as a whole will be running at a higher temperature and evaporation, as mentioned by The Scribe, will be speeded up accordingly.

Neath, Glamorgan. R. G. KELLY.

NO PARKING

Modern Highwaymen at the Seaside

[65074.]—It is not clear from Mr. R. B. Cruse's letter [65022] whose side he is on. I confess, quite without shame, to being one of those who cannot read. The spreading blight of anti-motoring bias has extended from Bumbledon to the private property owner, to the point at which the only valid excuse for stopping a car at all in a built-up area is fuel exhaustion.

Older readers may recall an age when "please" was recognized currency. Where the admonition includes this, to me, indispensable little word, I invariably seek an alternative site at whatever inconvenience; in its absence, and provided no apparent inconvenience to others is involved, a certain perverted satisfaction accrues from parking plumb in front of the notice.

I have lately returned from a holiday, revisiting several resorts at which reasonable free parking facilities existed three years ago, to find the infuriating veto plastered indiscriminately upon road surfaces, and a Council vassal at every remaining spot at which a car could conceivably stand, with a hand outstretched for 1s (or even 1s 6d). Ultimately motorists will be compelled to form a powerful association to protect their elementary rights in this and countless other connections; just how much exploitation and deliberate oppression will be required to make the worm turn? K. C.

St. Albans, Hertfordshire.

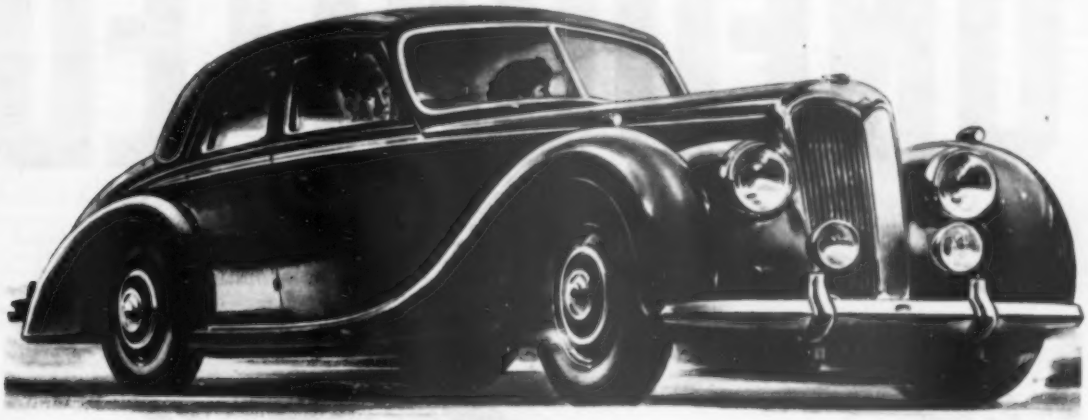
AMERICAN VIEWPOINT

The New Appreciation of Driving

[65075.]—Your July 10 issue has arrived and it was with interest that I read your editorial, "Sports Renascence." Certainly the editorial was fact from beginning to end, as I can attest from personal experience.

Three years ago I "gave up" owning a car that I had become convinced was driving *me*. I started modestly by purchasing a Minx (1950). Now the Minx certainly is not a sports car, but as you well know you do "drive" it. You make full use of the gear box and on curving roads and in traffic the Minx can make many an American car look foolish. After 34,000 miles in 18 months I was convinced that I had found a new lease on the art of driving and I "graduated" to a 1952 Sunbeam-Talbot 90 sedan. In 14 months I have driven the 90 over 28,000 miles (my daily round trip to the office is 44 miles and I do much other driving) and every inch of every mile has been one of great driving satisfaction. I like to shift

More attractive than ever!



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2½ litre Saloon

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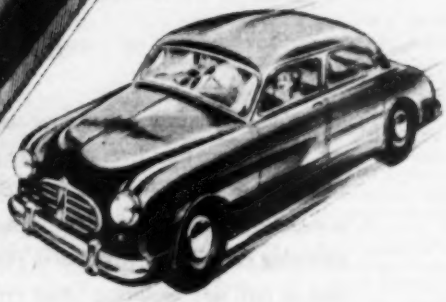

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Obtainable in a grade to suit *your* engine, from service stations everywhere. Get your engine flushed and refilled with Essolube before going on holiday.

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CORRESPONDENCE . . . . . continued

gears, I like to take curving roads without lifting my foot from the throttle, and I like the service and performance of a well-engineered, well-constructed car. My 90 fulfils those likes. And, believe me, I'm not a "hot-rod" kid; I am 44 years of age, have a responsible executive position with one of this country's leading helicopter manufacturers, and have been in the aircraft manufacturing business for 23 years. The latter, I believe, accounts for my deep appreciation of a capable piece of machinery.

Your editorial brings to mind another point of which I think the British car manufacturers should take cognizance. Were the American market offered a sports two-seater with either a hard-top (*à la* Porsche or Jaguar), or a convertible with roll-up windows (again Porsche and Jaguar) in the Austin-Healey 100, Triumph or Sunbeam Alpine classes, one would see even greater numbers of imports gracing our roads.

I believe many Americans would turn to a $3,000 two-seater if it offered those comforts and did away with the inconvenience of side curtains. The greater part of this country, and, most important, the extremely wealthy north-east and mid-west sections, suffer overall weather conditions that are even worse than England's. Our winters are extremely cold and long and our springs and late falls are very wet. CHARLES KIRCHNER.

Newington, Connecticut, U.S.A.

ECONOMY WITH SPEED

Holiday Data for a Vauxhall Ten

[65076.]—Having just returned from a fortnight's holiday in Cornwall I was rather shaken by Mr. R. L. Manwaring's letter [65023]. The expenditure per year on pleasure at the rate of 1,200 gallons of petrol, 12 to 15 tyres and general repairs is "a very expensive way of motoring." The sentence "I average 40-50 m.p.h. and more" seems to me to indicate either an endurance test or a slip of the pen!

I have a 1939 Vauxhall Ten with completely overhauled engine and 0.025in machined off the block, carefully run in. At 3,000 miles I changed the oil to Q5500 and completed 1,802 holiday miles on 52 gallons of petrol and 10½ pints of oil, which includes the change. The car carried four adults (heavy) and luggage for a fortnight. The return journey of 401 miles was completed in 12¼ hours, with 1 hr 50 min for stops; this gives a 36¼ m.p.h. average.

I find that Q5500 makes my engine more nippy, easier to start and a *little* better on petrol, but the engine uses far more oil than when running on Mobiloil BB and I feel that the slight increase in consumption of petrol is better than the expenditure on Q5500. J. I. SIMCOCK.

Leyland, Lancashire.

HYDRAULIC "PUMPS"

Clear the Bleed Hole!

[65077.]—With regard to "pumping" brakes ("Readers' Service," July 31) I had a similar experience. I renewed the "innards" of the master cylinder with no effect, then renewed the master cylinder itself and still found the same trouble—less and less brake each day until the pedal was hard down on the floor.

I then had a brainwave and cleared the air bleed hole in the cap of the reserve fluid tank and all was cured.

With regard to interference with TV, I no longer annoy my neighbour, as I have fitted the latest K.L.G. plugs, which embody a 15,000-ohm resistance in each plug. G. FILDES.

Kingsbridge, South Devon.

Symptoms of a Great Deal of Intrusive Air

[65078.]—I should like to disagree with the item relating to hydraulic brakes. Assuming that the reservoir is reasonably full throughout, and that the brakes are properly adjusted so that the shoe return springs do not force most of the fluid from the wheel cylinders back to the reservoir as soon as the pedal is released, there can be only two explanations of "insufficient fluid in the system." Either the pistons in the wheel cylinders are not making contact with the shoes—in which case one or two strokes of the master piston will rectify matters—or the space where there should be fluid *contains air*. Whilst a small amount of air in the system gives sponginess, a *large* amount will produce the need for pumping—following thoughtless reassembly of a dry system I have reached the stage at which five quick pumps lowered the reservoir level ¼in and gave very spongy response to the pedal; as soon as the pedal was released fluid oozed back through the recuperating port to refill the reservoir. This was cured solely by further intensive bleeding.

"C. E." will presumably by now have checked his master cylinder, and I suggest he should then bleed the system from the pipe joints, starting at the master cylinder and working outwards, to get a fair amount of fluid into use. He should then (after adjusting all brakes—locking every wheel by deliberate maladjustment will speed the process still more) bleed in the orthodox way, passing at least ½ pint through each wheel cylinder.

I agree, of course, that the check valve pressure prevents air being drawn into the system, but it is quite possible to introduce it unintentionally with the fluid. Aeration by careless topping up of the reservoir lasts a very short while, but that from bleeding into a jar of fluid is more persistent. I should recommend 24 hours as an absolute minimum wait before re-using fluid which has once been bled, and that only if the can of fluid has twice been stood in a bucket of boiling water and left until the water goes cold. D. HERDMAN.

Birmingham, 32.

DOVER TERMINAL

The Approach is Not Hazardous

[65079.]—In your issue of July 31, a letter was published from Mr. Fraser Evans [65046], who expressed appreciation of the new car ferry terminal at Dover. It is to be regretted, however, that he appears to have a misconception regarding berthing facilities, as it is entirely incorrect to say that the terminal has a hazardous and difficult approach.

The actual entrance to the camber (which is itself within the outer harbour and comprises a water area of 25 acres) wherein the car ferry terminal dock is situated, has been widened to 178ft. There is no tidal action at the entrance to the camber, and, to provide protection against strong winds, a special 20ft high wind-wall is now nearing completion. This will run the whole length of the west jetty (1,075ft), which protects the camber from the south-west.

Your correspondent has, perhaps, overlooked the fact that all the car-ferry vessels are specially equipped with bow rudders to enable them to enter the berths at the terminal stern first, in addition, of course, to their normal rudders.

It should be emphasized, in conclusion, that the layout of the berths was designed by the Dover Harbour Board in full conjunction and agreement with the shipping operators.

Dover. D. H. N.,
The Harbour Board.

FUNGOID?

The Effects of a Wet July

[65080.]—During this wet July a certain amount of water collected in the driving compartment of my Triumph Mayflower and soaked into the felt which is covered, top and bottom, by rubber matting. The other morning I was confronted with a particularly horrible specimen of the mushroom group, five inches long and quite thick, that had forced itself through the gap made for the clutch pedal. This, to me, is a unique experience and I am wondering if any of your readers have come across a similar case. The car is in daily use.

Ickenham, Middlesex. E. D. HORNE.

EVAPORATION

. . . And Television Reception

[65081.]—Two correspondents in your July 31 issue seem to be off the technical rails a bit.

Mr. G. Bransom Griffiths' [65040] figures for evaporation of premium fuels are most interesting. But I fear the answer to the problem is not, as he suggests, to leave one's tank as empty as possible. The rate of evaporation of petrol (or for that matter of treacle) depends on the area of surface from which evaporation takes place. On most cars this area (the surface of the petrol in the tank) varies very little indeed whether the tank is full or nearly empty, so that one would expect the same loss (in gallons per hour) in either condition. M.G. Midget owners, of course, might expect a reduced loss if they kept their tanks full!

And Mr. David R. Kelsey [65048] is, I'm afraid, quite up his aerial pole! The two addresses at which his wonder television set has performed are, be it noted, both in North London and in the "blanket" area of the Alexandra Palace transmitter. What determines the importance of ignition interference is its

CORRESPONDENCE . . . . . continued

strength *relative to that of the television signal.* It would be a brave ignition coil which would compete with "A.P." at that distance, outside aerial or no. Mr. Kelsey might suffer grave disillusionment if he removed his household to Brighton . . .

Wakefield, Yorkshire. ROBERT L. GORDON.

CONTINENTAL FRONTS

Influence in America

[65082.]—I was most interested in the article in your July 31 issue on the subject of Continental Fronts by "A. G. D. C." I myself visited the Turin Motor Show this year with the express object of studying Italian coachwork. I think that your contributor did not discuss the most meritorious and significant examples of frontal styling. I feel that the illustrations to his article were all of rather tortured fronts. Of far greater significance were the creations of Ghia, and of Pinin Farina. It is notable that Ghia has been entrusted by the Chrysler Corporation with coachwork for a whole series of their experimental models. One might also mention Bertone, whose coachwork was recently exhibited in Detroit.

There can be no doubt that Continental coachwork is having an increasing influence in America. May one hope that articles such as the one referred to may have a stimulating effect on our own coachbuilding industry? M. HUGH-JONES.

London, S.W.5

ADVERTISING

Slogans or Statistics ?

[65083.]—Your correspondent, Mr. Graham Allen [65042] has, I think, misunderstood "S. R. W.'s" appeal [64988].

There are some grounds for "S. R. W.'s" complaint that manufacturers do not take him sufficiently into their confidence. "X's motor oil is good because it is made by X" may be good enough for the man in the street, but, for the discerning reader of a publication such as *The Autocar*, surely a greater appeal would be made by an explanation of why, and in what respects, it is good, together with statistical proof that the claim is borne out by results.

Repetitive advertising has taught drinkers that a certain dark liquid is "good for us." As Mr. Allen says, it "sinks into our subconscious" (or goes to our heads?). But some of us would like to be told exactly in what respects it is better for us than a good, old-fashioned pint of M. and B.

Gerrards Cross, Buckinghamshire. RICHARD HEWLETT.

NOT SO TERRIBLE ?

Choose a Garage and Stick to It

[65084.]—As always, there are two sides to every argument. Mr. R. B. Niven [65039] is quite right, and then again, I feel that Mr. Niven is also quite wrong! There is as much difficulty in being certain about what is wrong with many parts of a motor car, when the trouble produces the first manifestations, as there is with the human body on first approaching the doctor with certain ailments.

How would Mr. Niven feel, if after approaching his doctor to complain of a feeling of stiffness in, say, the left leg, he received the reply: "Well, I think we shall have to have that leg off before it gets any worse!" Then, to embellish this a little: "We can put a wooden one on, of course. You will not feel any more stiffness, and the charge will be only about £75." Need I add more?

My advice to all motorists without mechanical knowledge is to find a convenient garage with a proprietor or service manager who shows an interest in the customer and his car, and gives efficient and skilled service. Then always go there for repairs and advice, thus gaining a mutual confidence and understanding. Both sides will benefit.

And to the pessimists and doubters I would say, yes, such garages do exist; in fact, it is my own opinion that they are in the majority today. BRIAN REDGROVE.

Shepton Mallet, Somerset.

DISCOURAGING THE RUBBERNECK

Provide Lay-bys for Motorists

[65085.]—From the paragraph "Discouraging the Rubberneck" ("News and Views," *The Autocar*, July 31) it would seem that yet a further authority is attempting to deny a simple pleasure to the ordinary motorist. Aircraft landing and taking off can be a source of considerable delight, especially to the younger generation.

Admitting the danger caused by cars parked on the fast carriageway concerned, surely a happier solution to the problem would be to provide adequate off-the-road free parking facilities. Parking on the highway could then be prohibited, and the prohibition enforced, but those who wished to stop and gaze could still do so, without being a source of danger to others. G. W. T.

London, E.7.

[There is a spectators' enclosure at Northolt, the aerodrome concerned.—ED.]

HOME BREW

An Interesting Diesel Car in Devon

[65086.]—While on holiday in Devon I observed on the Exeter-Exmouth road, just past Topsham, this interesting car.

On the radiator the name is "Woodbull Diesel." In many respects it is in an unfinished state, especially the interior. The huge P100 head lamps are neatly faired into the front wings, as can be seen in the photograph.

Unfortunately I had no time to contact the owner but perhaps if he sees this letter in *The Autocar* he may furnish us with further details? Best wishes to *The Autocar*; I have been a lifelong reader. F. T. ALEXANDER-PREBBLE.

Broadstairs, Kent.

The diesel car referred to above.

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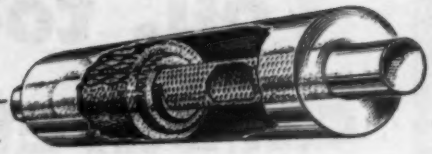

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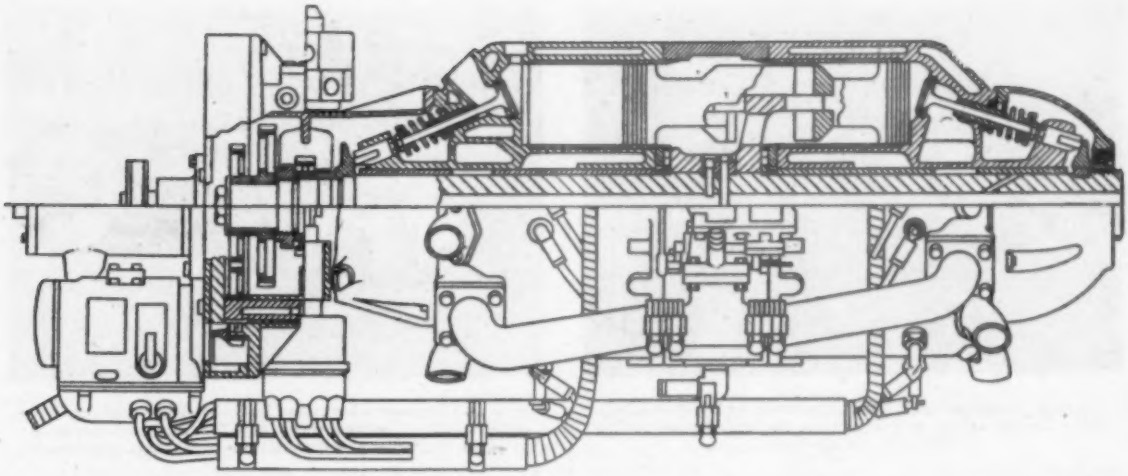


Coolant enters internal passages in the cylinder head and is directed around the exhaust valve ports. It is then circulated to the cylinder barrels through metering holes (not shown). Two Stromberg carburettors are fitted and ignition is by a standard battery and distributor system. Specification: Bore 3¼in (82.5 mm), stroke 3¾in (95.2 mm), b.h.p. 200 at 1,900 r.p.m., compression ratio 8.5 to 1. Length 50½in, height 18in, weight 312 lb.

The Ultimate Axial?

NEW AMERICAN ENGINE REVIVES AN OLD IDEA

AN axial engine, developed by the Herrman Engineering Company, of Glendale, California, is now undergoing tests specified by the American Civil Aeronautics Authority. The advent of another swash-plate power unit, which has always compared favourably—on paper at least—with conventional engines, is an occurrence not to be underestimated. The manufacturer claims that the complete unit can be produced at half the cost of a comparable engine of orthodox design, and weighs 75 per cent less than an "in line" counterpart—a claim worthy of investigation.

Design Simplicity

The study of any axial engine makes the apparent success of present-day design, in regard to power and weight, look somewhat doubtful. From the earliest days of motoring this battle has raged unceasingly, and more power has been progressively produced from less weight ever since. But materials remain virtually unchanged, and are, in their present applications, being continually stressed closer to their fatigue limits. Rapidly varying piston velocities—the legacy of high operating speeds—are extremely difficult to balance, and the resultant torsional vibrations have to be offset by the addition of counterweights, vibration dampers, flywheels, and the use of elaborate rubber mountings. Such necessary additions must go on the debit side, for although the power of the conventional engine has been increased, so has the weight.

The disposition of reciprocal and torsional forces is recognized as being a major enemy of durability. The obvious remedy is the improvement of basic design and throughout the past 30 years this necessity has plainly impressed itself upon numerous engineers. Several variations of the axial engine have appeared from time to time, but with the exception of the Bristol Barrel engine none was ever seriously applied to the motor industry, or produced in numbers. The fate of the remainder is somewhat obscure.

The twelve-cylinder Herrman engine dispenses with crankshaft, crankcase, camshaft, and timing gears. There are no vibration dampers, flywheels, or counterweights, and conventional main bearings are replaced by four bronze bushes pressed into the drum-shaped cylinder block. A straight shaft—carrying the main cam—replaces the crankshaft, and two disc cams, also mounted on this shaft, operate the valve mechanism located in the head. Reciprocal forces and gas pressures are transferred from the six double-ended pistons to the main cam via two trunnion rollers in each of the pistons. Harmonic motion of the pistons by the specially designed cam allows inertia forces to be absorbed in the cam without transmission to any other part of the engine. Gas pressures are similarly offset and only their resultant is passed to the main shaft. Thus, it is claimed, the main bearings never require adjustment or replacement; this, alone, would surely be a formidable advance.

Production and Service

A further interesting fact—from the point of view of production—is that the main cam of the Herrman engine, and indeed every other major component, is machined on virtually standard installations. This contributes greatly to the low ultimate selling price.

The main cam provides four strokes per shaft revolution, whereas a crankshaft would provide two. The result is that the six double-ended pistons of the cam engine produce twelve power strokes per shaft revolution, while a six-cylinder crank engine produces only three.

Although this engine was primarily intended for aircraft application, the Herrman company claims that without any major change the unit is suitable for automobile, commercial vehicle, or locomotive installations. With an overall height of only 18 inches the engine could be fitted underneath the average chassis. The tangential possibilities of any such installation would be far-reaching and revolutionary, since it would leave body stylists a completely free top chassis line, unbroken by any of the usual protuberances. Underfloor installation would also allow designers a great deal of licence in locating the power unit—thus providing a part answer to the major problem of weight distribution. Cynics may rightly criticize underfloor engines from a service point of view, but even though the cylinder heads of the Herrman engine are not separately detachable, the constructional simplicity of the complete unit belittles even a thorough overhaul.

The Unknown

The disadvantages of axial engines in general are a comparatively unknown quantity, but the main conjecture is that although the swash-plate is an effective means of converting rotary to reciprocating motion, the action is not fully reversible. It must also be admitted that the basic shape of any axial engine forces designers to employ methods of inlet manifolding and valve operation which are not conducive to high and variable engine speeds.

It is, however, reasonable to assume that any design—however unorthodox—which has been under development since 1936, as this has, should have proved its own feasibility by now. Whether or not the Herrman engine is the ultimate axial remains to be seen, but it is comforting to know that the seeds sown so long ago did not all fall on stony ground.

The term "angle of roll" is well illustrated by D. Newcombe's large Lincoln saloon as it negotiates Becketts Corner on the Silverstone Club circuit.

A. C. B. Chapman's Lotus and L. Gibb's Riley duelling in the under 1,200 c.c. scratch race; here they are seen coming out of Woodcote Corner past the skeletons of the main grandstands.

NOTTINGHAMSHIRE OCCASION

MIDLANDS CLUB HAVE PERFECT WEATHER FOR ANNUAL SPEED EVENT

THE Silverstone club circuit was in use again last Saturday, this time for the annual race meeting of the Nottingham Sports Car Club. The weather could not have been better, blue skies and brilliant sunshine gracing the proceedings; a very good entry indeed had been received, and some excellent and closely fought racing resulted. Admittedly, the vagaries of timekeepers and handicappers in arranging the final race caused the meeting to go on even longer than the organizers had envisaged; but the enthusiastic spectators stayed to the end, and enjoyed every minute of it.

The varied programme included special races for 750 and 1172 formula cars, a range of sports car scratch and handicap races, scratch and—unusually—handicap formula 3 races, and two racing car events, run under a *formule très libre*. Many of the established stars of club races appeared once more, and old rivalries were renewed. Some, however, attracted new participants; for some laps of the 1½-litre sports car scratch race the Gammon-Davis-Sears trinity was heavily menaced by K. Flint's Cooper-M.G., powered by a supercharged K3 Magnette engine. Colin Chapman and P. A. Desoutter scored with their Lotuses, and F. C. Hill got his Empire Special (a Lotus chassis with supercharged M.G. Midget engine) going well to notch up a win and a place.

The formula 3 star proved to be Ken Smith, whose home-produced Norton-powered special went extremely well despite what the owner feared was a crankshaft the two halves of which were not absolutely in line! Among the larger sports cars the fastest performers were Jack Walton's Cooper-Bristol sports car, which is virtually a formula 2 chassis equipped with two-seater body, lights, dynamo, starter and tiny wings, and J. B. Swift's Jaguar XK120C; these two also loomed large in the racing car events, but were beaten therein by H. H. Gould, the West Country Gonzalez, and his Cooper-Bristol. To the last-named, therefore, fell the Parnell Trophy for fastest lap by a racing car.

The unluckiest man at the meeting was Len Gibbs, who lost a first place in one race by literally a couple of yards after coasting from the middle of Woodcote corner when his Riley suddenly and inexplicably lost all its sparks. Certainly the most heart-stopping moment was that when the not-too-safe Riley of T. J. N. Deaville got out of control at Woodcote and charged the timekeepers' bus; fortunately nobody was more than grazed, although some officials had very narrow escapes and displayed remarkable acceleration. The bravest man at the meeting—at least according to the announcer—was the driver of a large and unwieldy Lincoln saloon, which heeled on the sharper bends to the extent of displaying some of its intimate underwear to the public gaze.

Provisional Results.

Scratch races (7 laps each).

750 formula: 1 (W. H. Nott), 11m 40s, 57.85 m.p.h.; 2, Austin (J. J. Macklin), 11m 41s; 3, Austin (R. H. Grimsley), 11m 58s. **1,172 formula:** 1, Lotus (P. A. Desoutter), 10m 24.8s, 64.85 m.p.h.; 2, Lotus (C. Chapman), 10m 27.2s; 3, D.H.8. (D. H. Small), 10m 59.6s. **Sports cars up to 1,200 c.c.:** 1, Lotus 1,098 (C. Chapman), 10m 2s, 67.31 m.p.h.; 2, Riley 1,089 (L. Gibbs), 10m 3.6s; 3, Riley 1,090 (T. Lewis), 10m 3.8s. **1,201 to 1,500 c.c.:** 1, M.G. TC 1,467 (P. D. Gammon), 9m 35.6s, 70.4 m.p.h.; 2, Cooper-M.G. 1,467 (F. C. Davis), 9m 42.4s; 3, Tojeiro 1,496 (C. M. Sears), 9m 43s. **Over 1,500 c.c.:** 1, Jaguar XK120C 3,442 (J. B. Swift), 9m 5s, 74.62 m.p.h.; 2, Cooper-Bristol 1,971 (J. H. Walton), 9m 9.2s; 3, Tojeiro 1,971 (F. C. Davis), 9m 16.8s. **Racing cars, 500 c.c.:** 1, Smith 500 (K. Smith), 9m 25.2s, 71.69 m.p.h.; 2, Hill (R. Owen), 9m 51.2s; 3, Martin Spl. (F. Hobart-Smith), 10m 4.2s.

Handicap races (7 laps each).

Vintage: 1, Riley 1,089 (L. Gibbs), 11m 32.8s, 66.56 m.p.h.; 2, Austin 750 (J. W. Whitehouse), 11m 40.4s; 3, Austin 747 (C. T. Howse), 11m 58s. **Sports cars, up to 2,500 c.c.—Heat 1:** 1, Ford 1,172 (B. J. Thorne), 11m 39.8s, 60.32 m.p.h.; 2, Fiat 995 (C. le S. Metcalfe), 11m 44.6s; 3, Empire Spl. 746 s (F. C. Hill), 11m 45.6s. **Heat 2:** 1, Lotus 1,098 (C. Chapman), 10m 35.4s, 67.49 m.p.h.; 2, Riley 1,089 (L. Gibbs), 10m 37.6s; 3, Austin 1,172 (A. M. R. Mallock), 10m 46.6s. **Heat 3:** Cooper-Bristol 1,971 (J. H. Walton), 9m 42.8s, 75.34 m.p.h.; 2, M.G. TC 1,467 (P. D. Gammon), 9m 51.4s; 3, Cooper-M.G. (F. C. Davis), 9m 57.2s. **Over 2,500 c.c.:** 1, Allard 4,400 (G. P. Shea Simonds), 9m 39.6s, 72.54 m.p.h.; 2, Cooper-Bristol 1,971 (J. H. Walton), 9m 52.6s; 3, M.G. TC 1,467 (P. D. Gammon), 9m 54s.

Motor Sport Silverstone Challenge Trophy, sports cars: 1, Empire Spl. 746 s (F. C. Hill), 66.71 m.p.h.; 2, Lotus (P. A. Desoutter); 3, M.G. TC 1,467 (P. D. Gammon); 4, Alfa-Romeo 1,485 s (W. F. Moss).

Racing cars, 500 c.c.: 1, C.B. 2 (T. J. Clarke), 9m 40.4s, 69.81 m.p.h.; 2, Cooper (J. Higham), 9m 45.8s; 3, Cooper (H. A. Frow), 9m 44.6s.

Racing cars (10-lap handicap): 1, Rapier 1,094 s (G. P. Shea Simonds), 13m 49.4s, 71.52 m.p.h.; 2, C.B.2 497 (T. J. Clarke), 13m 57.4s; 3, H.A.R. 1,954 (H. A. Richards), 14m 9.8s.

Formule libre (15 laps, scr.): 1, Cooper-Bristol 1,971 (H. H. Gould), 18m 33s, 78.02 m.p.h.; 2, Jaguar XK120C 3,442 (J. B. Swift), 18m 54.2s; 3, Cooper-Bristol 1,971 (J. H. Walton), 19m 2.4s.

Parnell Cup (fastest lap by a racing car): Cooper-Bristol 1,971 (H. H. Gould), 1m 12.6s, 79.73 m.p.h.

Hampshire Trophy (fastest lap by a sports car): Jaguar XK120C 3,442 (J. B. Swift), 1m 14.6s, 78.60 m.p.h.

EVIAN-MONT BLANC-MEGÈVE

IT was unfortunate that in the recent Evian-Mont Blanc-Megève rally organized by the A.C. du Mont Blanc, the final scrutineering of the successful cars should have eliminated the first two in the general classification. These were a Dyna-Panhard (Salvi and Cannac) and a 2-litre Citroen (Bonaldy and Cognet); the first-named, the only car and crew to finish the rally with a clean sheet and no penalties on the road sections, was disqualified for having a larger-than-standard fuel tank, which apparently had been fitted to the car by the manufacturers at the request of a previous owner. But rules are rules; the Citroen had non-standard valves, so they were both out, and victory went therefore to the Porsche of Fontaine and Munger. Of the British entrants, the M.G. driven by Flower and Orfanelli finished third in the 1½-litre sports car class, while D.C.T. and Mrs. Bennett carried off the honours in the unlimited sports class with their Jaguar XK120.

Of the 53 starters, only 25 finished; this rally, the guiding spirit of which is the club's president, Marcel Becquart, is certainly among the toughest going, being a miniature Alpine with shorter sections and less breathing space.

PROVISIONAL RESULTS

General Classification: 1, Porsche (Fontaine and Munger); 2, Panhard (Douchet and Bergeaud); 3, Osca (Laroche and Radix); 4, Simca Aronde (Genoud and Derolland); 5, Panhard (Pilliat and Freiss); 6, Simca Aronde (Millet and Funel). **Class Winners: Touring, up to 750 c.c.:** Dyna-Panhard (Regamey and Davier); **1,100 to 1,500:** Simca Aronde (Genoud and Derolland). **Sports, up to 1,100 c.c.:** Panhard (Douchet and Bergeaud); **1,101-1,500:** Porsche (Fontaine and Munger); **1,501-3,000:** Ferrari (Vegler and Giraud); **over 3,000:** Jaguar XK120 (D. C. T. and Mrs. Bennett).

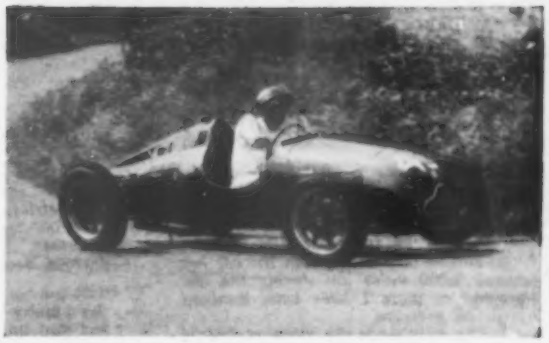
CRAIGANTLET

THE Ulster Automobile Club's Craigantlet hill-climb was held in unusually good conditions: no rain, no melted tar, but lots of pleasant sunshine.

First up the 1,833 yards long hill, with its five sharp corners and average gradient of 1 in 16½, was a brace of Austin A.30 saloons, of which W. M. D. Montgomery's was a second the faster at 115.6 sec, but both were well beaten in their class by a Wolseley Eight and an elderly Singer Nine. First to get below the 100 sec mark were S. Pentland's 2-litre Citroen saloon (99.6 sec) and A. N. Johnston's Healey saloon (95.4 sec), which won their respective classes.

After a number of slower ascents D. H. McWhir took up his grey 1,496 H.R.G. in 93.8 sec, but was beaten by A. H. Brown in a rather more highly tuned H.R.G. by 1.8 sec. On their second runs McWhir improved to 93.6 sec and Brown to 91.2 sec, which won him the class. On the second runs the two changed cars, both being slightly slower, but McWhir the faster in 91.8 sec.

Then came the first really fast climb when J. D. Titterington, Allard, swept rapidly off the starting line and made a very neat ascent in 80.6 sec, only 7.6 sec longer than the record, which was made two years ago by Sydney Allard in the 4-litre Steyr-Allard. W. Leeper in his speedy 1,250 M.G. made a good climb in 86.8 sec, which he improved to 85.6 sec on his second run, best climb by a small car. Then came J. Quinn, of Londonderry, in his 4,250 Mercury-engined S.A.M., a rather scrappy-looking car that had shocked some of the C-type Jaguars in the Leinster Trophy Race. His time of 83.6 sec was rather disappointing, but his time of 81.8 sec on the second run was third best of the day.



Ken Wharton, having already broken the hill record in practice, made an official run in the supercharged 996 c.c. Cooper in 70.6s, reducing S. H. Allard's 1951 record by 2.4s.

C. S. Porter had two impressive runs in his cream-coloured 4½-litre Invicta, said to be the ex-Mays car, the better of the two being in 85.4 sec, which sufficed to leave him tying for best handicap performance. Another old car that attracted interest was R. Walsh's twin-cylinder 1,076 Morgan-J.A.P., which misfired and recorded a slow time on his first climb and stopped on his next, owing, it was said, to the magneto falling off.

Two 500s proved disappointing; T. E. Seymour's Iota-Norton misfired and its better run was 90.4 sec, while the Cooper-J.A.P. driven by S. Durbidge stopped on its first run and took 89.8 sec on its second.

Then came what everyone had been waiting for: Ken Wharton's climb in the 996 supercharged Cooper. He had beaten Allard's record in practising but was expected to do better "on the day." He made a good getaway so close to the right-hand side of the road that the starting officials were somewhat embarrassed, shot up the road with a puff of smoke as he changed gear, through the bends very fast but deceptively effortlessly, and then accelerated hard to the finishing line. A short pause and then came news that Wharton had established a new record of 70.6 sec, 2.4 sec under Allard's figure.

RESULTS

Standard cars, closed:

Up to 1,300 c.c.: 1, Wolseley 918 (A. Hutchinson), 109.2s; 2, Singer 1,074 (W. N. Jones), 110.2s; 3, Austin 803 (W. M. D. Montgomery), 115.6s. **1,301 to 2,200 c.c.:** 1, Citroen 1,911 (S. Pentland), 99.6s; 2, Austin 2,199 (J. C. Little), 106.0s; 3, Lancia 1,253 (E. D. Woolley), 106.4s. **Over 2,200 c.c.:** 1, Healey 2,443 (A. N. Johnston), 95.4s; 2, Hotchkiss 3,485 (R. E. Dorndorf).

Open:

Up to 1,300 c.c.: 1, Dellow 1,172 (S. Moore), 95.4s; 2, M.G. 1,250 (B. McCaldin), 95.8s; 3, M.G. 1,250 (J. Clendinning), 96.0s.

1,301 to 2,300 c.c.: 1, H.R.G. 1,496 (A. H. Brown), 91.2s; 2, H.R.G. 1,496 (D. H. M. McWhir), 91.8s.

Over 2,300 c.c.: 1, Allard 3,917 (J. D. Titterington), 80.6s; 2, Allard 3,917 (I. H. Titterington), 83.0s; 3, Allard 3,622 (H. E. McNally), 95.2s.

Specials, up to 1,300 c.c.: 1, M.G. 1,250 (W. Leeper), 85.6s; 2, Nufor 1,140 (D. Archibald), 86.0s; 3, Nufor 1,140 (J. McDowell), 87.6s. **Over 1,300 c.c.:** 1, Allard 3,917 (J. D. Titterington), 80.6s; 2, S.A.M. 4,250 (J. Quinn) 81.8s; 3, Allard 3,917 (I. H. Titterington), 83.0s.

Unlimited, open: 1, Cooper 996 s (K. Wharton), 70.6s; 2, Allard 3,917 (J. D. Titterington), 80.6s; 3, S.A.M. 4,250 (J. Quinn), 81.8s.

Open handicap: 1, tie between Dellow 1,172 (S. Moore), 30s handicap, 65.4s; and Invicta 4,467 (C. S. Porter), 20s 65.4s; 3, S.A.M. 4,250 (J. Quinn), 16s, 65.8s.

Six fastest: 1, Cooper 996 s (K. Wharton), 70.6s; 2, Allard 3,917 (J. D. Titterington), 80.6s; 3, S.A.M. 4,250 (J. Quinn), 81.81s; 4, Allard 3,917 (I. H. Titterington) 83.0s; 5, Invicta 4,467 (C. S. Porter), 85.4s; 6, M.G. 1,250 (W. Leeper), 85.6s.

SOLID LUBRICANTS

A RECENT mention of the problems of lock lubrication was interesting in that it brought reminders once again of the lubricants which exist but which have no basis in petroleum products. Most of such lubricants use the substance graphite, which has several unique properties. Graphite is one of the forms of carbon, having the more familiar names of black lead or plumbago, and most people's first acquaintance with it is in the form of lead pencil. It is in this form that it betrays most easily its somewhat complicated process of lubricating, for nearly everyone has experienced the slipperiness that results from pencil dust on the fingers.

Graphite as a dust is used in the lubricator made by Josiah Parkes and Co., Ltd., Union Works, Willenhall, Staffordshire, and costing 3s. This is exactly like a small transparent oil can, down the spout of which the graphite is puffed. It is produced by the company as a lock lubricator, especially for their own pin-tumbler lock mechanisms, which are used in the cylinders of house door locks of the popular type and which should never be lubricated with oil. For such locks as are fitted in car handles the company recommends a thin, light oil and draws attention to the mistake of subsequent use of graphite on oiled parts because of the possibility of clogging. However, the point about the Parkes puffer is that it is a handy form of applying graphite powder as a lubricant.

Another peculiar lubricant which has come to light is called Rubberlube and is intended to stop the squeaks that come from such things as rubber bushes at a certain age in their life and in certain weather conditions. This is made by Graphite Products, Ltd., Battersea Church Road, London, S.W.11. This particular lubricant has not been forcefully marketed as yet, but a sample tin has been used in *The Autocar* service department with satisfactory results. Squeaking is successfully eliminated between rubber and metal or, in fact, wherever rubber is one of the agents; but the disappearance of the squeak from a shackle bush should not lead motorists to think that all is permanently well at the shackle. The squeak invariably means that there is movement between rubber and metal and the whole principle of rubber bushes, either bonded or unbonded, is that there shall be no such movement. The actual movement which the bush is designed to damp out should always be taken by the resiliency of the rubber. Thus a squeak in a bush is usually the first sign of a fairly rapid deterioration which demands renewal.

A third lubricant, Microloid, though described by the adjective "dry," is actually wet in application, being a dispersion of colloidal graphite in a very volatile carrier. This is applied with a soft brush, whereupon the carrier liquid quickly evaporates leaving a dry lubricating film. It is recommended for fine work such as shutter mechanisms of cameras, condenser bearings in radio and television sets and, of course, car door locks. However, much coarser applications are also possible, and this is another lubricant that can be used on rubber bearings. The firm, British Industrial Products, Selwyn House, 3, Lansdowne Terrace, London, W.C.1, also makes still finer lubricants for clocks and watches under the trade name Microtime. Microloid is supplied in pots costing 4s each.

Another solid lubricant is not graphite at all, although marketed by a firm whose graphite products have long been known (Acheson Colloids, Ltd., 18, Pall Mall, London, S.W.1). This new solid lubricant is molybdenum disulphide. The compound is claimed to reduce frictional coefficients below those obtainable when graphite is used in a similar manner, though in certain instances binding agents are needed to enable the compound to stick to metal surfaces. Mindful of this necessity, Achesons now produce a number of dispersions of colloidal molybdenum disulphide. These take the form of various liquid carriers for the powder of the compound. Amongst them are mineral oil, alcohol, toluene, white spirit and several others. Such lubricants are particularly suitable for high temperature work and for metal working and cutting operations.

"The Autocar" READERS' SERVICE

Oil Pressure Failure

Nine weeks ago I had the engine of my 1933 Austin Ten completely overhauled; crankshaft reground, bearings and big-ends remetalled, block bored and sleeved back to standard, new pistons, rings, and so on. Since then the car has covered 3,000 miles but during the last thousand or more I have been troubled by the oil pressure.

During running-in the gauge registered 30 lb at 30 m.p.h., and dropped gradually from 25 m.p.h. downwards to a tickover of 5 to 8 lb. The first pressure irregularity occurred later, when the car was warm. At a speed of 40 m.p.h. the gauge needle immediately dropped from 30 lb to 20-25 lb, and begin to oscillate appreciably.

Windermere, Westmorland. G. A.

THIS is a peculiar trouble, and the only likely fault seems to be that the gears in the oil pump have too much vertical clearance. As the drive to the pump is by a helical gear on the camshaft, it is conceivable that at certain speeds the driven gear may move upwards or downwards under the influence of the thrust from the drive, and allow oil pressure to leak away round the top or bottom of the gear. The pump should be removed from the crankcase and stripped by withdrawal of the driven gear locating pin and removal of the four cover set screws. If there is excessive side play of the gears, the top cover should be faced down until the gears are nipped, and the pump run free in a lathe using a 50-50 mixture of engine oil and metal polish. After cleaning, the pump should be refitted, and the relief valve set to give 30 lb pressure. The pressure should not, with good bearings, drop below 20 lb even at idling speed.

Pre-selection

I am an enthusiastic follower of the sport but one thing puzzles me. What form of clutch, if any, has a racing car with a pre-selector gear box? I understand how the box works and realize that one changes gear with a pedal. This being so, how does one operate the clutch, as there are only three pedals on these cars? I realize that a fluid flywheel would render a clutch unnecessary but I believe that this device is not used. A. W. M. G.

Ramsgate, Kent.

A RACING car equipped with a pre-selector gear box does not normally possess a clutch in the accepted sense of the word, the brake bands inside the gear box being used to take up the drive. Therefore, no problem of an additional control arises. It is, however, possible for a plate clutch to be used in addition, as has been done on certain production cars not equipped with a fluid flywheel. In these cases, the clutch withdrawal mechanism is coupled to the gear engaging pedal, the adjustment being set so that the gear box bands come into engagement before the clutch plates.

Electrical Laziness

I bought a 1933 car in 1945 that has served me well as a "weekend motorist." However, I have had a good deal of battery trouble, 18 months being the average battery life, and now I have another electrical fault. After a run there is not enough electrical power to operate even the horn, but after using the starter the trouble ceases. What could be the fault?

Kidsgrove, Staffordshire. E. R. R.

YOUR trouble might possibly be caused by a faulty connection at the battery. The fact that things seem to work normally after use of the starter suggests that there is a minute gap in the circuit which is fused by the heavy discharge of the starter, but which is not bridged by the relatively light load of the Trafficators or horn. The motion of the car then "breaks" the bridge. All heavy duty connections should be scraped clean, and you should check that there is a perfect earth connection between the battery and chassis and between the chassis and engine.

In view of the type of use you give the car you would probably do well to step up the charging rate to 8 or 9 amps.

Oil in Clutch

I should be glad if you could give me any information about the cause of oil coming through the rear main bearing into the clutch case, when my engine is running at normal temperature. This engine has been rebored, crankshaft reground, all bearings remetalled, and so on. After 600 miles oil appeared in the clutch case, and a broken outer oil thrower was replaced. But still oil gets through at about half a pint to 200 miles. Pressure is satisfactory.

Gloucester. G. S.

IF you have had the crankshaft reground, and a standard size outer oil thrower has been fitted, there will be excessive clearance between the shaft and the thrower thread, and there will be no effective seal between the engine and the clutch. Just a few thousandths of an inch clearance is sufficient to render the oil thread inoperative, and you should consult your local agent about getting an oil thrower to suit your new crankshaft size.

Grabbing Brake

I own a 1933 Hillman Minx with which I am having brake trouble. The right side front brake grabs under stress of heavy braking and I cannot see any reason for this. The other three brakes are free from trouble once one gets them even. All the cables are new and so are the linings. I have stripped the brake down several times and everything is clean with a little grease in the right places. There seems very little wear in the working parts, nor is the surface of the drum rough. F. J. W.

Chulmleigh, Devon.

THESE brakes could be tricky, but as it is the one wheel which consistently grabs, all the indications are that the brake drum on that wheel is not quite true and it appears that you should have it checked. It may be necessary to skim it.

The trouble could also be caused by looseness in the mounting of the shoes, or by a non-chamfered leading edge of a brake lining.

● A stamped self-addressed envelope, or an international or Imperial reply coupon, must accompany queries, which should be kept separate from other communications. Technical, legal, sporting and general motoring questions are dealt with, and should be addressed to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1

Queries should not be submitted which are the normal business of manufacturers' service departments

Judder

I own and run daily a 1938 Vauxhall Ten and am troubled with a persistent judder in the transmission, especially when reversing. I have recently had to have a new crown wheel and pinion, and also a new universal joint fitted. I have wondered whether these troubles have been caused by the judder. The clutch is in good condition. A. S. P.

Romford, Essex.

THE judder you describe is consistent with some looseness in the engine or gear box mountings, and can certainly cause failure of the crown wheel and pinion or of the universal joints—especially the latter.

Rear spring shackles or spring U bolts, if badly worn, would also cause the trouble you describe, and it is recommended that you take up the rear seat and get a friend to watch the axle whilst you move the car about in first and reverse gears; any undue looseness will quickly be seen. Then the cockpit floorboards should be removed and note should be taken of whether the engine-gear box unit moves excessively as the drive is taken up. It is very unlikely that the clutch will be causing the trouble, if it has been carefully checked.

Brake Fluctuation

I recently inspected the brake linings of my 1949 Hillman Minx and adjusted the brake shoe clearance with the "click" adjuster. Nothing else was done to the brakes and I now find that when I brake gently at low speeds (10 to 20 m.p.h.) the braking action is not as steady as it was before, but feels as though the brake pressure is being regularly increased and decreased. At higher speeds and with harder braking it is not noticeable, nor does it occur when the hand brake is used alone. D. D.

Mere, Cheshire.

IT would appear that the trouble you are having is confined to the front wheels since it does not occur when the hand brake is applied. As the front brakes are of the two-leading-shoe variety it may be that you have adjusted on only one of the "click" adjusters on each wheel, when in fact both should be set as follows: 1, Apply brakes hard, to centralize shoes in drum. 2, Turn *both* adjusters on each wheel until shoes contact. 3, Back off adjusters one click each.

The trouble you describe is consistent with a self-wrapping action taking place on one shoe only, and is probably caused by the two shoes being set differently.

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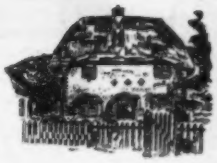

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THE SPORT

by

J. A. Cooper

Miss Betty Haig drove her new Austin-Healey at Great Auclum speed trials last Saturday. Suspecting overheating as the cause of misfiring, she removed the bonnet top. Her times for the quarter-mile were 28.40, 27.83 and 27.49 seconds—a consistent improvement.

NITROMETHANE ● MERCEDES FOR LE MANS?

THERE seems to be a considerable amount of fuss in certain quarters at present about the fact that some competitors on this side of the Atlantic are now using fuels containing a proportion of nitromethane. As is so often the case when a novelty is concerned, there are cries from the diehards to the effect that it should not be permitted, and that the regulations governing racing should be amended to prohibit such fuels.

This, in my view, would be a retrograde step; there is undoubtedly a lot of possible development in the fuel field, and any prohibitions only tend to hamper research. The devotees of the "hot-rod" in the U.S.A. have long used fuel containing nitromethane, and it is also used at Indianapolis, where at present an investigation is being carried out into its desirability or otherwise. After all, funny fuels are no novelty as such; before the war the Mercedes and Auto-Union teams were using fuels containing a proportion of nitrobenzene (which smelt of boot polish, remember?) and nobody was very much concerned. Incidentally, they were not the first people to use that, nor by any means the last.

THE purpose of using nitromethane, as I understand it, is roughly this. With a normally aspirated (unsupercharged) engine, the amount of power available is dependent on the amount of air which the engine will suck in; it is simple to adjust the carburation to provide sufficient fuel to make the correctly combustible mixture. For any given unit with its inherent valve sizes and timing, port shapes, and so on, this amount reaches an optimum figure, and that is the lot. Now, the active constituent of the air is oxygen; nitromethane is a substance which, under certain conditions of heat and compression, gives off oxygen in quantity. Therefore, adding nitromethane to the fuel results in more oxygen in the cylinder than the amount of air present accounts for; more fuel must then also be taken in to preserve the correct oxygen-fuel ratio, and more power will result. It must be realized that nitromethane is not a power-producing part of the fuel in itself; in effect, it is adding to the air with which the fuel must be mixed.

IT will be immediately obvious that it is no good just putting a new fuel of this sort into an existing engine and hoping for more power; all you will do is weaken the mixture enormously, overheat the unit, burn the valves out and probably either seize up the works or burn a hole in the top of a piston. The jet sizes must be increased considerably, to accommodate both the nitromethane additive and the increased amount of fuel necessitated by the increased oxygen supply. It can therefore be correctly deduced that the fuel consumption will be also greatly increased (though not necessarily in strict proportion, as the power output has gone up, too), and this may bring in additional problems of tankage, and so forth.

In view of these problems, and the expense of the fuel (nitromethane is both extremely expensive and in short supply, and the blended result costs something over £10 per gallon), the fuel companies are understandably reluctant to put it on the market at present, and are issuing it only to certain special users as guinea-pigs; there are at least half a dozen of these in the formula 3 field, and three with larger-engined vehicles, in this country. Eventually, no doubt, it will become more readily available; there are, too, other chemicals with the same oxygen-releasing properties which might be used when research has proceeded yet further. Incidentally, nitrobenzene does release a small amount of oxygen, but this was not a primary reason for its use in racing fuel. And, finally, I am told on good authority that, provided the instructions are observed and the new fuel is not mixed with other fuels, it is neither explosive nor dangerous in use, which should allay some current misgivings. Products of its combustion, however, include carbon monoxide and nitrous oxide, and this fact may need closer investigation.

ALTHOUGH the entry list for the 1954 Le Mans race is not, of course, open yet, it seems possible that Mercedes are intending to compete once more; a report from France says that the German firm has already reserved accommodation in the Le Mans area for enough personnel to man two ordinary teams, for the period of the event.

THERE is a new film, referred to previously in this column, called Last Meeting (*Ultimo Incontro*, in its native Italian), in which the scene is laid with a motor racing background. To quote the official synopsis of the story, it deals . . . "with people of an average social background. The heroine is the wife of the test engineer of a big motor works, and the mistress of a racing motorist. Simple people leading comfortable lives. . . ." Well, that is a start; but I wish that producers of films dealing, however remotely, with motor racing would take more trouble to ensure authenticity in the action pictures. After some excellent shots taken in the Alfa Romeo racing department, the scene shifts to Monza for

THE SPORT . . . . . continued

a test run; after some action Alfa pictures (and a glimpse of an elderly E.R.A.), an Alfa is depicted spinning round on the wet track out of control, and a car is seen hitting a retaining wall and bursting into flame. Fine: but that last piece was out of a film of Indianapolis! There is, moreover, still more to come. The start of the Italian G.P. (in which the type 159 Alfas are running) appears on the screen to be exclusively devoted to formula 2 cars, while later shots intermingle, between views of the Alfas, an H.W.M. and a 500 c.c. Cooper.

But don't let that discourage you from seeing the film, which is vivid and full of incident. Alida Valli is as lovely and compelling as ever, and Fangio, Farina, Bonetto, Sanesi and Guidotti are all to be seen, even if not for long.

MORE fuel will be added to the flames of the old rivalry between owners of 30-98 Vauxhalls and 4½-litre Bentleys by the news of a remarkable performance recently put up by an enthusiastic Vintage S.C.C. member, T. H. Plowman. Driving his 1924 30-98 Vauxhall tourer at Montlhéry autodrome in France, he succeeded in covering 106.9 miles in one hour, attaining a maximum speed of roughly 120 m.p.h. on the straight; the hour figure was observed and confirmed by the A.C.F. timekeepers. Members of the Bentley D.C., are you receiving me? Over!

Of course, to be really comparable, a Bentley run would have to be made with a 3-litre, as the "4½" was not put into production until 1928. But that is perhaps being just a little too exacting.

TOMORROW sees the trek to Scotland of many Englishmen (and, for that matter, of many Scotsmen, too) for the international race meeting at Charterhall in Berwickshire, organized by the Winfield Joint Committee. It starts at 11 a.m., and the entry list totals over 100 cars. With Farina to drive the Thinwall Ferrari in opposition to Wharton and Parnell in B.R.M.s, Volonterio's Maserati among an excellent formula 2 entry, Moss, Parker, Leston, Gerard and many more in the formula 3 field, and the *Ecurie Ecosse* in full force, this cannot help being a very fine day's racing indeed.

Then there is the Aston Martin O.C. St. John Horsfall meeting at Silverstone, with a half-hour regularity trial, a series of handicap races for sports cars, the relay race for the David Brown Challenge trophy and the St. John Horsfall Astons-only race. A new variant of the Silverstone club circuit will be used, this being that devised by the 750 M.C. for its forthcoming six-hour relay race on August 29. The meeting starts at 11.30 a.m.; admission to members and friends of the organizing and invited clubs only.

COMING SHORTLY

AUGUST 15.—Winfield J.C. International race meeting, Charterhall, Berwickshire, 11 a.m.

15.—Aston Martin O.C. St. John Horsfall race meeting, Silverstone, Northamptonshire, 11.30 a.m.

15.—Tunbridge Wells M.C. Annual Tunbridge Wells rally and *concours*.

15-16.—Pescara formula 2 and 12-hour races, Italy.

16.—Grenzlandring races, Germany.

16.—La Baule races, France.

16.—Aston Martin A.C. Annual *concours d'élégance*, Cornhill Hotel, Pattishall, Northamptonshire, 10.30 a.m.

16.—Circle C.C. Social run, Pantiles Tea Barn, Bagshot, Surrey, 6 p.m.

16.—Surrey S.M.C. Gymkhana, Horley Football Club ground, Horley, Surrey, 1.30 p.m.

22.—B.A.R.C. International Nine-Hour Race, Goodwood, near Chichester, Sussex, 3 p.m.

22.—Half-Litre Club. 100-mile Race, Silverstone, Northamptonshire, 2 p.m.

23.—Swiss Grand Prix, Berne.

PRELIMINARY details of the fourth *Carrera Panamericana*, or Mexican Pan-American Race, show that it will run over the same route as last year (right across Mexico, from Tuxtla Gutierrez in the south to Ciudad Juarez in the north) which totals 1,934.4 miles in length. This year, the two main categories into which competing cars are grouped (sports and production cars) will each be subdivided into two capacity classes. The race is run in five daily stages (from November 19 to 23); at the end of each stage the cars are incarcerated in an Impound Area (or *parc fermé*), but they do not have to be placed therein until three hours after their arrival at the finishing line. This gives competitors a chance to service, refuel and repair the cars.

Last year's race was won by Karl Kling in the Type 300SL Mercedes-Benz at an average speed of 102.6 m.p.h., after Bracco's Ferrari had broken down not far from the finish after leading for most of the way. It seems probable that many of the leading sports car manufacturers will enter cars for this year's event, as it is the last race to count for this year's sports car championship.

IN the formula 2 race at Les Sables d'Olonne in France, run last Sunday, Jean Behra led for much of the distance in a Gordini, but was then forced to retire after running out of road and hitting the straw bales. This let Louis Rosier into the lead with his Ferrari, and he stayed there until the end; Chiron's Osca was second and Stirling Moss third in his Cooper-Alta (latest version). The H.W.M. team was fourth, sixth and seventh; as often happens in Continental races, Behra was classified as finishing fifth on the distance he had covered, although he was not running at the end. This, I must say, always seems wrong to me.

RESULT (race distance 105.4 miles, 98 laps of 1.838-mile circuit.)

1, Ferrari 1,980 (L. Rosier), 2h 12m 56.1s, 74.45 m.p.h.; 2, Osca 1,996 (L. Chiron), 2h 13m 23.5s; 3, Cooper-Alta 1,960 (S. Moss), 2h 14m 23.1s; 4, H.W.M. 1,960 (Y. Giraud-Cabantous), 86 laps; 5, Gordini 1,990 (J. Behra), 78; 6, H.W.M. 1,960 (P. Collins), 78; 7, H.W.M. 1,960 (L. Macklin), 68.

THERE will be a national race meeting at Castle Combe on Saturday, October 3, organized by the Bristol M.C. and L.C.C., catering for sports and racing cars. The main event of the day is the Joe Fry Trophy race, for formula 2 cars, covering 20 laps of the 1.84-mile circuit. Two seven-lap heats and a ten-lap final comprise the formula 3 event; there are ten-lap events for sports cars up to 1,500 c.c., and over 1,500 c.c.; and a 15-lap race for *formule libre* racing cars above 500 c.c. Racing starts at 1 p.m. Entries close on Monday, September 14; these should be sent to Mrs. K. R. Maurice, Castle Combe, Chippenham, Wiltshire.

THIS battle in the 1½-litre sports car class at club race meetings is really getting fierce. In addition to the three main contenders who have been fighting it out all season (Beauman's Riley, Gammon's M.G. and Davis' Cooper-M.G.), there is now the Clairmonte, which defeated the latter two on level terms at Snetterton recently. Also, there are Flint's Cooper-M.G. and Gillie Tyrer's Supermotor, with Fiat-based engine; but so far this last machine has not found its form, and it was a non-starter at Thruxton on Bank Holiday Monday. Tyrer says that the car is finding it difficult to live up to its name!

J. B. HUGENHOLTZ, who is well known as the manager of the Zandvoort racing circuit in Holland and the secretary of the international association of circuit managers, has now started an advisory office to deal with all matters affecting the design and construction of racing circuits. Anyone requiring assistance in any such matter is invited to communicate with him at the Motor Racing Circuit Advisory Office, Raadhuisplein, Zandvoort, Holland.

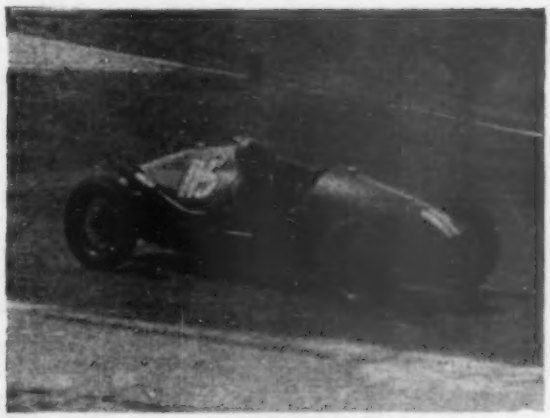
IN the results published last week of the Thruxton Bank Holiday race meeting, P. D. Gammon's M.G. was wrongly shown as having finished third in the 1½-litre sports car race; actually the Tojeiro of C. M. Sears occupied that position.

CLUB NEWS

Surrey Sporting M.C.—On Sunday, August 16, the grounds of Horley Football Club will be used for a motoring gymkhana. First event starts at 1.30 p.m. Spectators are admitted; admission charge is 1s per person, 2s car park.

Liverpool M.C.—The Horsman Trophy Driving Competition is an unusual rally. It will start at 1 a.m. on Sunday, September 20, and the whole of the 200-mile road course and driving tests will be completed before breakfast. The route is over little-used roads in the Welsh hills; rough roads will be included, but nothing of a chassis-breaking nature. Main roads or built-up areas will be avoided. There is a refreshing lack of rules and regulations about the whole event; it is essentially a test of drivers, not of powerful machinery.

In the organizers' own words: "If your car's a heap, you won't reach the finish. Faulty components will be your worry—we've



Ken Smith corners the Smith 500 forcefully at Woodcote while winning the formula 3 scratch race at the Nottingham S.C.C. Silverstone meeting.

enough of our own!" There is, therefore, no examination of cars at the finish. The driving tests en route will include no acceleration, regularity or hill-climb tests; in each case, a standard time will be set by the performance of a Morris Minor, and competitors who equal or better this time will lose no marks. There are no separate classes; average speed for the road section is from 25 to 30 m.p.h. The Highway Code will be strictly observed, but there is no scrutineering or *parc fermé*—"If you like to change an engine during the event, good luck to you!" Entry forms from E. Lambert, Victor Horsman, Ltd., 48-50, Renshaw Street, Liverpool, 1.

Mid-Surrey A.C.—An overseas visitor, Sture Agvald, of the Swedish R.A.C., was an unofficial observer of the Barnstaple Cup trial, run through Kent and Surrey, on July 26. He was most impressed by the atmosphere of friendly rivalry; evidently the Swedes take their club rallies more seriously. The course lay through narrow lanes; six controls had to be visited at an average speed of 20 m.p.h. En route there were three tests (average speed, reverse, and braking), and a secret check to trap the unwary. Good times were recorded in the tests by drivers, who spared neither the tyres nor the transmission; fastest reverse was made by Tuckley, driving a Jaguar. In a very trim Porsche, Agvald tackled the tests as a non-competitor, and ran away with fastest time in the braking test. Winner of the whole event was M. C. Koester, in his Standard Eight.

Cheltenham M.C.—A closed to club night navigation rally will be run on Saturday, September 5. Starting point is Priory Street, Cheltenham; zero hour, 10 p.m. Covering about 150 miles, the course lies over main and secondary roads. There will be all the usual hazards of a night rally: tests, navigational and regularity sections and time checks. (Entries close September 2; W. Dembowski, Melrose, The Park, Cheltenham.)

Tunbridge Wells M.C.—On Saturday, August 15, the club is running its annual road rally, which finishes at Tunbridge Wells with driving tests and a *concours*. Invited clubs: B.A.R.C. (S.E. Section), Maidstone and Mid-Kent, Surrey Sporting, Mid-Surrey, Kentish Border, Singer, Vintage S.C.C.

Blackburn Welfare M.C.—Champions of Yorkshire motor racing are the organizers of the races at Brough aerodrome. Every summer and autumn the club offers to "five-hundred" exponents the chance to chase each other around this short, but interesting, circuit. Regulations are out for the last meeting of the season at this venue, on October 4. As usual, there are scratch and handicap events for 500 c.c. racing cars, to be run in 7-lap heats, and 10-lap finals. Motor cycle racing makes up the day's sport. Practising is allowed from 10 a.m. to 12 noon; racing starts at 12.30 p.m. (Entries close August 28; Blackburn Welfare M.C., Brough, East Yorkshire.)

Southern Jowett C.C.—There was practically everything packed into the Plaistow Rally (July 26) that a rally will hold—a road navigation run, *concours d'élégance*, field event, and a regularity test. The navigation run started from Richmond Park; competitors had to plot their own course from six-figure map references to ten points in Surrey and Sussex, to Plaistow, near Billingshurst. After the gyrations of the field event, in which forward and reverse manœuvres were tackled at speed, the regularity test was run over a sloping farm track. In the *concours*, the judges specially commended Mrs. Rimer and her two-cylinder Jowett for the car's well-kept appearance and the only entry of a pre-war car.

Results: 1, Javelin (E. Walsh), 305.9 points gained; 2, Jupiter (J. Bates), 284.1; 3, Jupiter (P. Putt), 272.4.

Midland A.C.—The *Birmingham Post* Motor Rally, on Friday and Saturday, September 18-19, covers a course of 450 miles in the midland counties and mid-Wales. Saloon and sports cars are eligible to compete; classes are: up to 1,300 c.c. open and closed, over 1,300 c.c., open and closed. The event should foster some interesting inter-club competition, as the teams are to be nominated by the invited clubs: Worcestershire, Sunbac, Coventry and Warwickshire, Hagley and District, M.M.E.C., North Staffs, Walsall, and the promoting club. Starting from Birmingham at 10 p.m. on the Friday, an intricate night section follows, to Llandrindod Wells; secret checks will, of course, be in operation. Saturday's run finishes near Droitwich, Worcestershire. Driving tests are held en route. (Entry limited to 120; closing date September 1; Midland A.C., 87, Edmund Street, Birmingham, 3.)

Veteran C.C. (N.E. Section).—The Hull to Scarborough Rally is now an annual outing for veteran cars. It will be run again this year on Sunday, September 6. Competitors choose their own starting points for the drive to the rallying point, at Ferensway, Hull; cars must be driven to this point under their own power. Starting time for the most ambitious exponents of veteran car driving is 6 a.m. on Friday, September 4. One mark is awarded for every mile between the starting point and Ferensway (measured in a straight line on a map) and six per cent of the total is added to this score for each year of the car's age before 1916. Arrival time is 9 a.m. on the Sunday. A timed run to Scarborough follows, and then a *concours d'élégance*. (Entries close August 18; W. J. Campbell, 49, Whitefriargate, Hull.)

A.C. Owners' Club.—Start and finish of the point to point on August 30 are at the Phœnix Hotel, Hartley Wintney, Hampshire. Between 10.30 a.m. and about 4.30 p.m. over 20 points have to be visited by competitors. It is comforting to read that, "in no case will it be necessary to climb trees, penetrate thickets, or cope with mud or water. . . ." There is a compulsory lunch stop. Winner will be the competitor who visits all the specified points, and covers the smallest number of miles for the entire route. (S. C. W. Wilkinson, Gate Cottage, Cookham Dean, Berkshire.)

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We have not had detailed results here, as yet, on Le Mans, but have heard the Frazer-Nash Coupe was first in the 2-litre class.

(Signed) John Crouch.

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- **LAGONDA** V.12 Drop-head Coupe, first registered July 1939. Black with brown leather upholstery.
- **MORRIS** Oxford Saloon, first registered April 1949. Finished in grey with beige upholstery.
- **SUNBEAM** Talbot "90" Drop-head Coupe, first registered January 1952. Finished in blue with beige upholstery.

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A Volkswagen service school is touring some major cities in this country, running a course for Volkswagen mechanics. All the special tools and models are carried in this van—a Volkswagen product rarely seen in Britain. (See accompanying paragraph.)

IN BRIEF

The India Tyre and Rubber Co., Ltd. have opened a new depot at Cambridge to improve service in that area. The district manager is Mr. John Sisson, and the address is 20, St. Andrews Road; telephone Cambridge 4725.

Cecil Kay, Ltd., Essex Street, Birmingham, 5, will open new showrooms at their main address on September 1. Sales and service will then be under the same roof for convenience. On the same date a new, bigger spares department will also come into full operation.

Mr. J. H. Jones, of Jones Newport Garage, Ltd., 84-85, Commercial Street, Newport, Monmouthshire, died recently at the age of 85. He first dealt in cars in Newport in 1904 and specialized in Darracq and Minerva until 1914. Currently the firm itself is concerned with Austin vehicles.

Mr. Claude A. Page has resigned from the board of Measham Publications, Ltd., and also from his appointment as advertising manager of the Measham Motor Sales Organization, Ltd. He is joining the board of Good Publicity, Ltd., of Colwyn Bay and London. Mr. Page was the founder and editor of the *Measham Magazine*.

The Ferrari with which G. Farina won the German Grand Prix at the Nurburgring was fitted with Champion plugs, as were the Ferrari with which J. M. Hawthorn gained third place and the similar car of A. Ascari which made the fastest lap at 85.62 m.p.h.

The Porsche cars which won the novices race at the same meeting, the 1½-litre class of the production sports cars event, and the 1½-litre class of the sports cars race, were fitted with Dunlop tyres. Dunlops were also fitted to D. Parker's Kieft when it won the August Sprint Race of the *Daily Telegraph* International Trophy meeting at Brands Hatch, in Kent.

A Volkswagen mobile school has arrived in Britain from Germany and is touring Volkswagen distributors. It was recently displayed by V.W. Motors, Ltd., in London, when Herr K. H. Muller, Volkswagen technical and service representative, was available to answer queries. In addition to the school which is working here, a party of 11 mechanics has left for a special course at the factory in Germany.

A sectioned Austin A.40 engine and gear box was given by the Austin Motor Co., Ltd. to W. Goddard and Co., Ltd., Austin distributors of Salisbury, for presentation to the Salisbury and South Wiltshire College of Further Education. It was received by the principal and members of the staff in the presence of the Mayor of Salisbury.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:

No. 16701. 1934 10 h.p. B.S.A. saloon
"J.S.C."—All possible information and a handbook.

No. 16702. 1934 Singer Eleven Saloon
"B.J.G."—Any available information and a handbook.

No. 16703. 1929 Speed Six Bentley
"A.W."—Running experiences, general information on maintenance and a handbook.

No. 16704. 1930-31 Morris Cowley saloon
"K.P.H."—General information and a handbook.

No. 16705. 1940 Vauxhall Ten.
"D.G.S.B."—Any available information and a handbook.

No. 16706. Handbooks Required
"N.G.B."—1933 Wolseley Hornet Special.
"A.J.M."—1936 PA-type M.G.
"C.N."—1939 1½-litre Jaguar.
"H.H.M."—1936 Singer Nine.
"L.K."—1937-38 Fiat 508C.
"W.S."—1939 Lanchester Fourteen Roadrider.
"E.S."—1939 Series M Morris Ten; 1936 Series II Morris Twelve.
"C.T.H."—1934 Morris Ten-Four; also workshop manual.
"D.R.G."—1937 Triumph Vitesse.
"C.H."—KJ-type M.G. Magnette Jaguar S.S.100.
"D.E.B."—1937 2-litre M.G.
"E.L."—1935 Le Mans Singer; also workshop manual.
"I.W.N."—Hillman Minx workshop manual.

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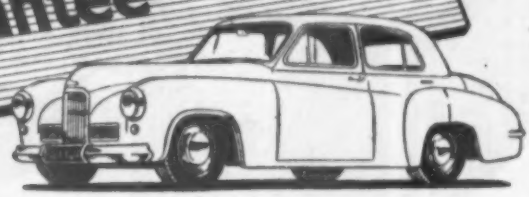

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1953 **HUMBER** SUPER SNIPE MARK IV TOURING LIMOUSINE, Black with Fawn Leather Interior, ADJUSTABLE FRONT SEAT, fitted Radio and Heater, 1,000 miles (List Price new, with extras £1,684). **£1,475**

1953 (Series) **HUMBER** SUPER SNIPE MARK IV SALOON. Steel-Grey with Red Leather, 8,000 miles. **£1,325**

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1952 **HUMBER** HAWK MARK IV TOURING LIMOUSINE. Black with Leather and Cloth Interior, ADJUSTABLE FRONT SEAT, fitted Radio and Heater, 17,000 miles (List Price new, with extras £1,217). **£895**

1952 (Series) **HILLMAN** MINX MARK V SALOON. Black with Red Leather, Heater, 9,000 miles **£650**

1952 **HILLMAN** MINX MARK V CONVERTIBLE COUPE. Blue with Red Leather, 1,000 miles ... **£705**

1950 **SUNBEAM-TALBOT** 90 SALOON. GUN-GREY with Grey Leather. 10,000 miles..... **£675**

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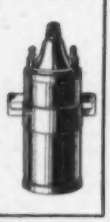

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Look. Here comes a jitterbus! What thoughts joggle about in the driver's mind? Does he wonder "Is my insurance premium paid?" or does his past life flash before his eyes in a series of disturbing flickers?

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VAUXHALL MOTORS LIMITED have recently installed at their Luton factory four Metrovick Infra-Red ovens, arranged as two pairs. The first oven dries moisture off the car after water spraying and takes only FOUR MINUTES; the second oven dries any spotting of cellulose paint necessary before the finished car leaves the factory. The drying time in this oven is about THREE MINUTES.

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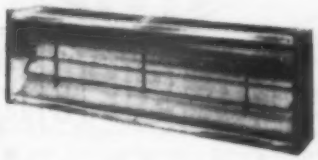

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Just a few examples of our range of Jaguars.

3½-litre drophead Foursome Coupe 1949, mod. very scarce right hand drive model, excellent hood and tyres, discs, heater, fog and passlights, bargain **£595**
3½-litre Sports Saloon 1947, Jaguar green (original finish), engine, gearbox, etc., recently overhauled, brakes re-lined new front springs etc., very good mechanical order, two careful owners since new... **£495**
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1½-litre 14 h.p. Sports Saloon 1947, black brown purchased locally from retired gentleman, a nice car in quite original condition, excellent tyres..... **£495**
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STANDARD Vanguard estate car 1950, quite immaculate throughout with real leather upholstery, built in radio, heater etc., used entirely for pleasure motoring by one fastidious owner since new..... **£645**

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HURRICANE Drophead Foursome Coupe, 1951 18 h.p. engine giving greatly improved performance, excellent black coachwork with rich leather upholstery, heater etc., fastidiously maintained mechanically **£695**
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LANCASTER 4-door Saloon October 1947, immaculate specimen in beige with red leather interior, maintained by local distributors since new **£545**
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10 h.p. Saloon de-luxe 1940, black, green leather, very genuine little car, original coachwork almost devoid of blemish, lively, responsive engine **£425**
10 h.p. Saloon de luxe 1939, late registration car fitted discs and heater, suede green finish with leather upholstery to match, 1 owner many years **£395**
10 h.p. Saloon de-luxe late 1940, attractively finished in Rover grey (re-sprayed this Spring), new Firestone tyres and comprehensive overhaul to engine **£445**
10 h.p. Sports Saloon 1939, very scarce four-light model, most attractive lines, and much above average performance for a 'ten,' original cellulose **£395**
12 h.p. Sports Saloon 1934/5, rear boot model with modern body lines and instruments, runs well ... **£145**
12 h.p. Saloon de-luxe 1939, reconditioned mechanically by makers in Dec. 1951, since when less than 15,000 miles has been done, excellent order **£395**
12 h.p. Saloon de-luxe 1946, a nice car finished in Rover green, two careful owners, reasonably moderate mileage, extremely good performance..... **£495**
'60' Saloon 1948, the later version of the twelve H.P. Rover, with improved type engine, independent front wheel suspension, built in heater and air conditioner, black, red leather, sound value at..... **£625**
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16 h.p. Saloon 1938, modern body lines similar to post-war example, good coachwork and exclnt. chassis, red leather interior just a trifled faded at rear..... **£295**
16 h.p. Saloon 1939, sportsman's four-light model in maroon with interior leather to match, fitted discs and heater, engine rebored December last year... **£375**
'75' Saloon de-luxe first regd. and delivered Feb. 1949, black, red leather, fitted dual windtone horns, fog and passlights, tailored seat covers etc., etc..... **£775**
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'75' Saloon 1951, in superlative condition throughout appearance is practically indistinguishable from brand new, exceptionally small total mileage **£1,095**

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8 h.p. Saloon 1946, black/brown, neat and tidy condition generally, lower mileage than average **£310**
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12 h.p. Flying Saloon 1937, one owner for several years and sound mechanically, interior shabby... **£95**
12 h.p. Super Modern Saloon 1939, similar to post war series, independent front suspension etc..... **£225**
12 h.p. Saloon 1948, finished in pastel grey, late owner (elderly lady) has never exceeded 40 m.p.h., moderate total mileage, very genuine car **£325**
12 h.p. Drophead Foursome Coupe 1948, just comprehensively overhauled and fitted 5 brand new Goodyear Eagle tyres and new Exide battery, outstanding... **£435**
14 h.p. Saloon 1946, fitted reconditioned engine this year, has not yet done 5,000 miles, gd. appearance **£325**
VANGUARD Saloon 1950 (March), grey/red de-luxe leather built in heater etc., owner going abroad **£545**
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Recommended for reliable and economical motoring.

8 h.p. Saloon 1935, series I model, a bright little car, maroon and black finish, very good tyres **£145**
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8 h.p. Saloon 1947/8, one owner only since new, carefully driven and maintained, moderate total mlge. **£395**
'MINOR' Coupe 1950 model in green, another one owner car, bills etc. for regularly servicing by main distributors, quite an immaculate little specimen **£485**
'MINOR' Saloon late 1951, beautiful condition, coachwork and interior quite spotless, the whole car having had little appreciable use since new **£585**
10 h.p. Saloon 1935, bills available for complete mechanical overhaul this year, good appearance **£165**
10 h.p. Series 'M' Saloon 1939, four-door de-luxe model with sunshine roof and real leather interior, smart and serviceable car, two previous owners only ... **£295**
10 h.p. Saloon 1948, fitted Smiths heater, spick and span condition and excellent mechanically..... **£450**
12 h.p. Saloon 1939 dark blue with excellent leather upholstery to match, understood to have been carefully stored 6 years, total recorded mileage 46,000 ..... **£275**
'OXFORD' Saloon Jan. 1949, maroon with beige leather fitted seat covers and heater, excellent order **£495**
'SIX' Saloon 1950, black/brown leather, maintained and serviced since new by County Nuffield Distributors (all bills available), engine just overhauled and new set of Fort Dunlops fitted, recommended at **£525**

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Pre- and post-war models.

BUICK Viceroy Saloon 31 h.p., super eight model 1939, steering column gear change, modern body styling, with roomy 6 seater interior, late owner has spent nearly £200 on reconditioning last year, exceptional..... **£345**
BUICK super eight drophead Coupe 1938, immaculate appearance, silver grey bodywork with real English leather interior, brand new best quality Mohair hood and complete new set of 6 Dunlop tyres, built in radio, heater, fog and passlights, beautiful car... **£345**
BUICK super eight 31 h.p. special Carlton drophead Coupe 1937, full foursome body, previously owned by wealthy company director, carefully maintained **£295**
BUICK super eight Saloon 1949 model, immaculately finished in deep maroon with equally immaculate interior upholstery to match, and embodying every conceivable extra built in, including radio, heater, screen demisting and de-icing, Nylon seat covers, map-lights, automatic door lighting etc., this car has only done just on 1,000 miles in the past 2½ years, the total mileage run is correspondingly small and the whole car is in condition almost as brand new throughout.
CHRYSLER 24 h.p. Wimbledon six seater Saloon 1939, equipped with overdrive and steering column gear change, radio etc., privately owned by North of England business broker (same owner 12 years), excellently maintained, real leather upholstery **£325**
CHRYSLER 28 h.p. Royal six seater Saloon 1939, late type model, modern frontal appearance and body-lines, overdrive, gears on steering column, rimbellishers, over-riders, leather int., excellent coachwork..... **£295**
CHRYSLER 24 h.p. Wimbledon Special foursome drophead Coupe 1939, one of the smartest and most up-to-date pre-war dropheads, many post-war features, built in radio, steering col. gears, overdrive... **£375**
CHRYSLER Kew 20 h.p. six seater Touring Saloon 1939, considered by many to be the most economical of all American cars, engine recently overhauled and the whole car in very good mechanical condition..... **£345**
HUDSON Terraplane 28 h.p. six seater Touring Saloon 1937, privately owned and in above average condition for the year, good tyres, modern lines **£185**
HUDSON 16.9 h.p. Special drophead foursome Coupe 1939, scarce and very desirable model, seating for six passengers with large external luggage boot, steering col. gear change, heater, radio, passlights etc., very good order throughout with excellent tyres **£345**
HUDSON Commodore 28 h.p. Right-Hand Drive six seater Saloon 1948, model, a handsome and beautifully styled post-war American car, equipped with every modern luxury, has had careful use since new.
PACKARD eight Saloon de-luxe 1938, quite sound condition all round, full six seater model, 12 volt electrics, disc type wheels, runs very well..... **£195**
STUDEBAKER Commander 26 h.p. Land cruiser six seater, Right-Hand Drive Saloon 1947 model, immaculate appearance with real leather upholstery, modern bodystyling, over-drive, built in heater, flashing trafficators etc., a genuine one owner car.
STUDEBAKER Champion 22 h.p. six seater Saloon 1948 model, Right-Hand Drive, immaculate specimen, property of retired country gentleman, equipped with overdrive, heater etc., etc., moderate mileage.

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Complete range of all models of all years.

7 h.p. drophead Foursome Coupe 1938, most economical family car, sound runner with good tyres... **£165**
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10 h.p. Saloon 1935, quite a bright specimen, quiet engine, good oil pressure, brakes, steering a hauled **£165**
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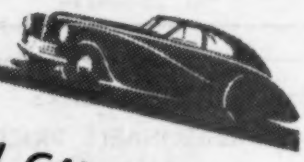

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ALFA-ROMEO

JOHNSON & BROWN offer several Alfa-Romeo cars from stock.—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 & 2322. [C5049

2.3-litre supercharged foursome drop head by Farina, new 3-position hood and tyres, unused complete specialist engine overhaul; this must be one of the finest condition Alfa cars; £595.—METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C5064

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0214/R

ALLARD

SWANMORE GARAGE offer:—

1953 Allard saloon, 3,000 miles only; £995.

1949 Allard 4-seater drop head coupe; £495.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

B. J. HUNTER, Ltd., offer:—

1951 Allard P saloon, carefully used, late property of well-known star; £675.

1948 Allard sports tourer, fitted special engine, twin carburettors, etc., terrific performance; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ALLARD model 91K; best offer over £345.—Station Garage, Sunningdale. [7034

1949 d.h. coupe, good cond.; quick sale, £445 or offer.—Gipsy Hill 1717 or Box 8926. [7001

1952 Allard saloon, exceptionally good condition, mileage 15,427; £785.—Mrs. Elliott, 13, Victoria Sq., S.W.1. Tel up to 4.30 p.m. Wat. 5000, ext. 208. [7105

1953 (July) Allard P1 saloon, black, just run-in, owner going abroad; best offers over £1,000; seen London or Norfolk area.—Fell, Roydon Hall, Kings Lynn. Tel. Hillington 245 [7304

SALES & WANTS

Turn to page 74 for Advertisement Form

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MOTORISTS!
ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
See page 73

ALLARD

RAYMOND WAY, Seven Kings Branch.

FLASH. The Allard sensation of the year, 1947 K1 sports 2-seater, just recellulosed old ivory and light maroon, in sweeping modern design by leading coachbuilders, with matching red leather, many extras including Notek wing mirrors and special luggage rack, mechanically in same condition as exterior; 379 guineas or £155 deposit.

ALSO 1948 Allard K1 sports 2-seater, recently resprayed dark red, with 1952 pattern cowl, 3622 engine with blocker ring gear box, many extras including screen spray, ST 700 spots, etc.; 399 guineas or £145 deposit.

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY MOTORS, Ltd., 773, High Rd., Seven Kings, Essex. Seven Kings 4066. [7294

ALLARD Special 1949, fitted attractive racing 2-str. body, many modifications; £300.—Luxicars, 217, Cowley Rd., Oxford. Tel. Oxford 5142, ext. 4. [7106

£495!!!—March, 1950, Allard P type saloon, quite a nice example in silver-grey with blue leather interior, fitted heater, quite the most attractively priced 1950 Allard on offer.—CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1948 Allard 71L 4-seater tourer, fitted new tyres, batteries, scintilla mag., Fram, heavy duty shock absorbers, etc.; £375 o.n.o.—D. S. Boothe, c/o Miles Motors, 60, High St., Uxbridge. Tel. 125/2967. [7259

325 gns.—Allard 1948 sports 2-seater, grey, tele-controls, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ALLARD saloon, grey, 1950, one owner, mileage 35,000, exceptional condition throughout, three new tyres, fitted heater, price £600; view by arrangement.—Copley, Mappowder, Sturminster Newton, Dorset. Hazelbury Bryan 227. [7192

Allard Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

J2 wanted for cash.—Valentine 4674, before 10 a.m. [W2018

ALLARD in good condition for cash.—Tel. Valentine 4674, before 10 a.m. [W2019

REALLY good second-hand Allard required.—Cobb, 50, Harley House, N.W.1. [W1086

ALLARD sports or drop head coupe wanted for cash.—Tel. Melton Mowbray 553. [7195

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W3041

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

ALLARD 1949-50 4-seater coupe, privately, low mileage, in really good condition.—R. D. Owtram, Woodhall-Shipbourne, Tonbridge, Kent [6827

ALTA-JAGUAR

CHILTERN CARS offer the 3½-litre Alta-Jaguar 2-str. 4-wheel independent suspension Z.S., hydraulic brakes, X.K. engine modified to C-type standard, best time, standing quarter 14.7secs, Brighton Kilometre 29.1secs, Prescott 46.4secs, and numerous Silverstone successes, 0-100mph approximately 16secs, fully road equipped and entirely docile; £1,150; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Beds. Tel. 2090. [C1045

ALVIS

GUY SALMON AUTOMOBILES offer:—

1949 Alvis 14 T.A. Tickford drop head coupe, genuine 22,000 miles, one owner, in really superb mechanical condition, twin carburettors, £795.

1948 Alvis 14 Tickford drop head coupe, in excellent condition throughout; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

BROOKLANDS: Alvis Distributors, new 3-litre.

1953 Alvis sports 2-seater, 750 miles.

1952 Alvis 3-litre saloon, 5,000 miles.

1951 Alvis 3-litre saloon, radio, heater.

1951 Alvis 3-litre d.h. coupe, 10,000 miles.

ALVIS cars examined and guaranteed; saloons and coupes from £1,200.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1948 Alvis 14hp streamlined shooting brake, heater; offers.—Hatch End 4969. [7171

ALVIS 3-litre black saloon, October 1951, under 4,000 miles, as new; £1,275.—Tel. Leicester 65271. [7308

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

ALVIS 4.3-litre Charlesworth saloon, 1937; £425; original, magnificent condition; bills shown.—Further details Box 0042. [7301

£745 !!!—Alvis 14hp saloon, Sept., 1949, immaculate example of this series, one fastidious owner, genuine low mileage car.

£995 !!!—3-litre Alvis saloon, 1951, registered well within the year, fastidiously maintained by previous owner and in exceptional condition throughout, fitted radio and heater, moderate total mileage.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

14 hp Special Airflow saloon, only 16,000 miles, whole car as new, guaranteed.—Dunham & Haines, 46, Castle St., Luton 2100. [7211

ALVIS 30hp foursome drop head coupe, registered July, 1940, a really fine car at a sensible price; £375.—Peter Weaver, Six Hills, nr. Melton Mowbray. Tel. 533 Melton. [7197

ROYS offer: 1938 Alvis 12/50 sports saloon, good, £295; also 1937 Alvis 12 sports saloon, as new, £265, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (Near Camden Town Tube Station). Euston 2700 and 8694. [C3059

£375—1939 Alvis Speed 25, Redfern electric hood, saloon and tourer, faultless mechanically, an open or closed car at the touch of a button, a very rare body style costing over £1,000 new; £135 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Alvis Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CASS'S MOTOR MART require carefully used Alvis.—Euston 4110 and 3523. [W1040

REQUIRED, good used Alvis.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

SPEED 25 required privately, 1937-8, d.h. coupe preferred.—Details to 26, Beresford Rd., Birkenhead. [7175

ALVIS Speed 25, 1939 model, urgently required.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [W1046

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W304

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590/R

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams, Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry. [0931/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0653/R

KINGSTON-ON-THAMES.—Alvis sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [84053/R

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4060), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0398/R

AMERICAN CARS

METCALFE & MUNDY, Ltd.

1950 Pontiac 8-cyl. de luxe saloon.

1948 Lincoln Continental saloon.

1948 Plymouth saloon.

1946 Lincoln saloon, r.h.d.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

AMERICAN CARS

SIMPSON'S offer:—

RHD 1949 Studebaker Regal saloon, 4-door, fitted with all extras, colour black.

1947 Buick, pear-shaped body, 2-door, fitted with radio, heater and all extras, colour blue.

1952 Chevrolet saloon, 2-door, fitted with all extras, colour pastel green.

1949-50 Chrysler saloon, 4-door, fitted with radio, heater, whitewall tyres, colour black.

1950-51 Chrysler New Yorker, fluid drive, fitted with radio, heater and all extras, colour green and black.

1949 Ford Customs 2-door, fitted with radio, heater and all extras, colour black; choice of 4, 1949-53.

1951 Kaiser, Henry J., fitted with all extras, colour maroon and cream.

1950 Nash Ambassador Customs, hydramatic, fitted with radio, heater and all extras, colour black.

1951 Pontiac saloon, 2-door, fitted with radio, heater and seat covers, colour blue.

1952 Studebaker Champion saloon, 4-door, fitted with radio, heater and seat covers, colour pastel green.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. Tel. Wembley 6691/3903. [C4015

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1952 Buick 4-door saloon.

RHD 1952 Chrysler 4-door saloon.

RHD 1951.2 Chevrolet 4-door saloon

1950 Studebaker 4-door saloon.

1949 Packard 4-door saloon, blue, radio and heater.

RHD 1947 Buick Super 4-door saloon.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

CAMDEN MOTORS offer the following American cars:—

RIGHT-HAND drive Hudson 28hp Commodore saloon, 1948 model, all extras, immaculate.

RIGHT-HAND drive Studebaker Champion 22hp six-seater saloon, 1948 model, one owner.

RIGHT-HAND drive Studebaker 26hp Commander Land Cruiser saloon, 1947 model.

BUICK Super Eight saloon, 1949 model, very small mileage.

BUICK 51hp Viceroy saloon, 1939, reconditioned mechanically.

CHRYSLER Royal 28hp six-seater saloon, 1939, excellent specimen.

HUDSON 16.9 special drop head foursome coupe, 1939, radio and heater.

FOR further details of these and other American cars, see full page advert. on page 35 of this issue, or call, write or 'phone:—

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. [C1035

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

£777 !!! Magnificent and genuine 1947 Pontiac right-hand drive saloon de luxe, small mileage, in impeccable condition; this vehicle genuinely looks a million dollars; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1948 Studebaker Commander convertible, electric hood, overdrive, radio, hill-holder, blue with brown leather, 16,000 miles, one owner, as new; £995.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

CHEVROLET, R.H.D., fitted radio, heater, twin spotlights, reversing light, finished in two-tone black and grey, fitted new engine March, 1953, first registered October, 1947; specimen £675.—Nash Concessionaires, Ltd., Nash St., Albany St., N.W.1. Tel. Euston 5558-9. [7209

American Cars Wanted

ATTENTION!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 6691/3903. 345, High Rd., Wembley. [W4015/R

POST-WAR American cars wanted.

REG. TIMMS (MOTORS), Ltd., 17-19, High St., Toddington, Beds. Tel. 31. [W4064

AMERICAN car wanted for cash.—Valentine 4674, before 10 a.m. [W2018

JOE THOMPSON (MOTORS), Ltd., buyers of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (London and district distributors) offer:—

1951 Armstrong Siddeley Whitley saloon, black; £975; one week's free trial, guaranteed; deferred terms available.

ARMSTRONG SIDDELEY estate cars, mounted on new standard ex-works 2.3-litre chassis, coachbuilt bodies in metal and polished hardwood, fully upholstered, disappearing bench seat to rear, load carrying floor area 6ft long×4ft 6in wide, most attractive looking vehicles; demonstrations gladly arranged; also deferred terms if desired; 6 only available, price each £1,145, including purchase tax.—184, Gt. Portland St., W.1. Museum 1001. [C3036

ARMSTRONG SIDDELEY

DICKS

1947 Armstrong Hurricane drop head foursome coupe, immaculate condition, hood a little shabby; £450.—Below.

1937 Armstrong Siddeley 14hp saloon, carefully used; £195.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

GUY SALMON AUTOMOBILES offer:—

1950 Armstrong Siddeley Whitley 4-light saloon, 21,000 miles, superb original black cellulose with rich brown leather upholstery; £835.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1946 Armstrong Typhoon 2-door saloon, blue and blue leather, taxed; £450.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

£185.—1937 Armstrong 17hp sports saloon, excellent condition.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1950 Armstrong Siddeley 18hp saloon, black, brown leather, perfect condition; £900.—Capt. Bulkeley-Johnson, The Mount, Churchill, Oxon. (Kingham 316.) [7047

1951 model Armstrong Siddeley Lancaster saloon, perfect condition, regularly serviced; £785.—39, Morton Way, Southgate, N.14. Rel. 4593; after 6 p.m. Pal. 2870. [7113

CAMDEN MOTORS for Armstrong Siddeleys.—17hp 7-passenger limousine, 1939, one owner many years, bills available for nearly £150 mechanical reconditioning recently, wide occasionals, division, etc., excellent condition throughout; £395.

CAMDEN MOTORS for Armstrong Siddeleys.—For other Armstrong Siddeleys see full page advert on page 35 of this issue.

CAMDEN MOTORS for Armstrong Siddeleys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1951 (June) Armstrong Lancaster saloon, finished in black with brown hide upholstery, radio and heater, one owner since new, in superb condition; £850.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [04007

1951 (July) Armstrong Siddeley Hurricane coupe, genuine mileage 16,000, one owner, taxed, colour beige with wine leather upholstery, indistinguishable from new; £775.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011

ARMSTRONG Whitley saloon, 1951, radio, heater, etc., one owner, director's car, must be the best used Whitley available; also 1949 model Typhoon, reconditioned engine, radio and heater, nice order throughout.—Wheelers (Newbury), Ltd., The Broadway, Newbury. Tel. 1020. [7230

1952 Armstrong Siddeley Whitley saloon, grey with red leather, radio and heater, a really immaculate one-owner car in most attractive condition, thoroughly recommended, written guarantee; £975; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Tel. Langham 0012. [C2003

ARMSTRONG SIDDELEY 18hp 5-seater Hurricane coupe, latest model with larger boot, unregistered, shop soiled only, synchromesh gear, heater, black, maroon leather and hood, full manufacturer's guarantee, attractive price; any make in part exchange.—Reah Brothers, Lonsdale St., Carlisle. Tel. 1078. [7161

£255 !!!—Rare and beautiful Armstrong 14 saloon de luxe, in magnificent and spotless condition, only 2 owners, genuine 39,000 miles, literally looks and runs like new; no one looking at this vehicle could possibly believe it to be 16 years old; choice also 2 others, 14 and 16; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

£595.—1949 Armstrong Siddeley Lancaster 4-door saloon, first-class mechanical condition, bodywork very nice throughout, manual gear box, heater, spot lights, etc., grey with blue leather; 3 months' written guarantee; free after-sale service; usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (Junction of North Circular and Gt. North Rd.). 3 minutes trolley E. Finchley Tube. Finchley 0052/53. [C4065

LIMOUSINE, 18hp/1951, partition, forward occasionals, black, mileage 9,000, privately owned, opportunity, £1120. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Armstrong Siddeley Cars Wanted

C

M

THE CART MART, Ltd., wish to purchase Armstrong Siddeley cars.—520, Euston Rd., N.W.1. Euston 1212. [0171/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ARMSTRONG in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

PRESELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. [0779

CASS'S MOTOR MART require carefully used Armstrong Siddeley.—Euston 4110 and 3523. [W1040

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham N.15. [0183/R

7-SEATER privately owned 1938/39 Limousines required, also 18hp 1951/52—cash waiting. A. & S., 2, Providence Court, North Audley Street. Mayfair-2941. [W1008

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Cars Wanted

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385/R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhauls, service, 48 hours exchange engine service; prompt guaranteed work by specialists.

PRESELECTOR gear boxes; exchanges, reconditioning. Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7501. [0644/R

BIRMINGHAM joint distributors, spare parts from p. 1932.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. NW. 4141. [0760/R

ASTON MARTIN

METCALFE & MUNDY, Ltd.

ASTON MARTIN DB, specially prepared for the Spa 24 hours, terrific performance with very economical upkeep.—280, Old Brompton Rd., S.W.5. Fremantle 5471 [C5064

BROOKLANDS: Aston Martin Distributors.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351. [C1029

ASTON MARTIN 1935 Mark II l.w.b. saloon, grey and black, good condition; £295.—7, North Parade, Leeds, 6. [7163

BARTLETT.—Aston Martin 1939 series 2-seater drop head coupe, completely overhauled by world-famous engineer; £450.—27a, Pembridge Villas, W.11. [C1013

ASTON MARTIN, 1939 model 2-litre short chassis 2/4-seater tourer, black with red upholstery, owned by enthusiast for last 4½ years, never raced but has good rally record, recently rebored, flywheel lightened, new timing gears and chain, new front springs, copper exhaust, new carburettors, auxiliary coil ignition system, telecontrol rear Andrex dampers, Dunlopillo seats, chrome perfect, fitted SLR, fog, reversing and map-reading lamps; owner buying new car; £425.—Apply Corlett, 117, Dale St., Liverpool. Central 1255. [7091

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REQUIRED, good used Aston Martin.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W3000

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

ATALANTA

ATALANTA 1945 coupe, 4 seats, 2-door, lovely body by Abbot, wonderful car; £575 or near.—Box 0045. [7302

AUSTIN SEVEN

ROYS offer: 1937 Austin 7 2-seater, good; £39 deposit, 25/- p.w. 18 months.

ROYS offer: 1939 Austin Big 7 4-door saloon, good, £165 b.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C5059

£85.—1934 Austin 7 saloon, excellent condition, recently overhauled.—Tel. Epsom 890. [7165

1938 Austin Big 7 4-door sun saloon, in good condition; £175.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

£225.—1939 Austin 7 Ruby de luxe saloon, one owner, a very nice economical little car; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1937 Austin 7hp saloon, very nice little car, economical; £125, or £60 deposit, balance over 12 months; exchanges; insurance; 50 cars always in stock; cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [7289

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

AUSTIN A30

1953 (August) Austin A30 saloon, mileage nil, brand new, grey with brown leather, heater; £585.—Box 0002. [7148

1953 (July) Austin A30 saloon, heater, taxed Dec., mileage 120; £590, o.n.o.—Sankey, Red Tiles, Boundary, nr. Burton-on-Trent. Tel. Swadlincote 7683. [7194

1953 Austin A30 saloon, grey, heater, loose covers, taxed, 1,700 miles only; £600.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [7295

1953 Austin A30 saloon, one week old, fitted heater; 569gns, terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [7265

Austin A30 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire-purchase Specialists.

1947 Austin 8 4-door de luxe saloon, original cellulose, engine recently reconditioned, extremely economical, one owner only; 349gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

1947 Austin 8 saloon, black, good condition; £345.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C5005

1938 Austin 8hp saloon, colour black, excellent condition; £200.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C5038

GUY ALFREDS & Co., Ltd.—1947 Austin 8 saloon, 6-7, Warren St., W.1. Euston 3268. [C1005

1947 Austin 8 4-door de luxe saloon, one owner; £375.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1946 Austin 8 saloon, black with brown leather, low mileage; £345.—Colliver Fisher, Ltd., Northwood, Middx. (Tel. 777.) [6869

1947 Austin 8, 4-door saloon, in beautiful condition; £375.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1947 Austin 8 4-door saloon, excellent condition; £350; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C5034

1946 Austin 8 4-door de luxe saloon, black, one owner; £350 or £120 deposit.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 Austin 8 4-door de luxe sun saloon, black/brown leather, in superb condition, taxed year; £385.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

£385 (September) 1947 Austin 8, black with brown leather upholstery, 21,000 miles, one owner, kept in new condition.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2031

TANKARD & SMITH, Ltd., offer 1947 Austin 8 saloon, black with brown leather, excellent condition throughout; £395; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026

325gns.—Austin 8, late 1947 saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R

REALLY good second-hand Austin 8 required.—Cobb, 30, Harley House, N.W.1. [W1086

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

DICKS.

1940 Austin 10 saloon, same as post-war, a bargain; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

1946 Austin 10 one owner, excellent condition; £395.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

1937 Austin Cambridge saloon, one owner since new; £185.—Whitstable 3750 (evenings). [7145

1947 Austin 10 saloon, excellent throughout; £425.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

£225.—1937 Austin 10 Cambridge de luxe saloon, one owner, 5 unworn tyres, taxed year; £75 down.—Below.

£65.—1933 Austin 10 4-door saloon, good runner; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

AUSTIN 10, 1937, very special engine, good tyres, taxed year, good condition; £235.—E. Bacon, 97, High St., Old Woking. [7196

1935 (Sept.) open 2-seater, really exceptional condition; £175.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1938 Austin 10 saloon, excellent value; £225.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

ROYS offer: 1939 Austin 10 saloon, loose covers, etc., £265, b.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C5059

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

GOOD Austin 10 saloon urgently wanted.—Walter Scott, Ltd., 39, College Crescent, N.W.3. Pri. 5914. [W4006

AUSTIN A40

CAR MART, Ltd.,

LONDON Distributors

1950/51 Austin A40 Devon saloon, radio, heater, 15,000 miles; £595.

1952 Austin A40 sports convertible, radio, heater, 10,000 miles; £695.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

H. A. SAUNDERS, Ltd., offer:

1951 Austin A40 Countryman, green with brown upholstery, recorded mileage 32,240; £595.

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

CHARLES RICKARDS, Ltd., offer:—

1951 (Aug.) Austin A40 Devon saloon, one owner, 10,500 miles, heater, dark green, in faultless condition throughout, taxed Dec; £650. Another, finished in grey, 15,000 miles, heater; £625.

ALSO a good selection of genuine low-mileage cars offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

ANDOVER MOTOR Co., Ltd., offer:—

1949 Austin A40, black and beige, completely reconditioned throughout; £495.—Andover, Hants. Tel. 3405. [C1005

1952 Austin A40 Somerset, low mileage, heater; £725.

HALLS (FINCHLEY), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [7297

1953 (July) Somerset, sliding head, heater, fawn, 1,040 miles; £735.—Box 0004. [7155

1951 A40 saloon, excellent condition; £610.—Reeve, 158d, Leigham Court Rd., Streatham. [7065

£585.—Austin A40 1951, leather upholstery, sun roof, heater, radio, one careful owner.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2004

1949 (Oct.) Austin A40 Countryman, taxed Dec., excellent order; seen London; £495.—Box 8925. [6999

1951 Austin A40, excellent condition; £615.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

1949 A40 Countryman, reconditioned engine, just fitted, excellent order throughout; three months' guarantee; £495.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1949 Austin A40 van, black, one owner; £350.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1953 Austin A40 coupe, blue, heater, 200 miles only; £765.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C5040

1950 (October) Austin A40 saloon, grey, one owner, mileage 19,000, fitted with heater, in excellent order throughout; £595.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2056

1950 (Nov.) A40 saloon, radio, heater, one careful owner; £585.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [7275

1953 model Austin Somerset sun saloon, heater, black, 3,200 miles only; accept 1947 Austin 10 saloon and cash.—41, Openview, London, S.W.18. [7296

1950 Austin A40 de luxe saloon, excellent condition; £535; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C5034

1951 Austin A40 Countryman, one owner, exceptional condition; £565.—E. J. L. Mendel, Ltd., 65, Great Portland St., W.1. Langham 2261-2. [C5067

1950 Austin A40 Countryman, good condition throughout, price £485, only seen by appointment.—Arrowsmith, 25, Temple St., Basford, Stoke-on-Trent. [7307

1953 (January) Somerset saloon, grey, fitted heater and Ace rimbellishers, taxed year, guaranteed mileage 6,490, as brand new; £750.—Buntings Motor Exchange, Harrow. Tel. 6225-6. [7235

1949 (October) Austin A40 Devon 4-door s/r saloon, heater, light green, fawn leather, exceptionally well maintained vehicle, 17,000 miles, one owner; £550.—64, Suffolk Rd., North Harrow, Middx. Pinner 5045. [7054

525gns.—Austin A40 1950 Devon saloon, grey, blue leather, radio, heater, one owner, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1952 Austin A40 Somerset saloon, grey/beige leather, 12,000 miles, heater, radio, one owner, £699; 1951, grey/blue leather, 17,000 miles, heater, one owner, £579; 3 months' guarantee, terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

NAYLOR & ROOT.—1950 Austin A40, sun roof, smoke grey, radio, heater, unblemished condition throughout; £585; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

AVAILABLE 20th August.—1951 (Jan.) Austin A40 saloon, 15,000 miles only, one private owner, finished dark green, heater, spotlamp, tailored covers, taxed December; £595; trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. (Reopening 17th August.) [C3018

Austin A40 Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.
[0957/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned A40.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Austin A40.—May 5051. [W3043

AUSTIN TWELVE

1937 Austin 12 saloon, black, sun roof, one owner; £160 or offer.—Epe. 4555. [7135

AUSTIN 1939 12/4; £315, o.n.o.—Mon. to Fri. after 7.30, 17, Perrers Rd., London, W.6. [7120

1947 Austin 12 saloon, excellent; £410; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 4579. [C4038

1946 Austin 12 saloon, excellent condition throughout; £410.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [7224

Austin Twelve Cars Wanted

CMT HE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

R. F. FUGGLE, Ltd.

1948 (August), owned by one family since new, heater, radio and many other extras, coachwork and interior excellent; £565.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

ANDOVER MOTOR Co., Ltd., offer:—

1947 Austin 16, engine completely reconditioned, immaculate coachwork and interior, at £475.—Andover, Hants. Tel. 3405. [C1003

HEARSE, 16hp Deck, brand new, fullest equipment, immediate delivery, £1,455. Seen:—
OUR only address, Station Approach, Kew Gardens. Alpe & Saunders (Coachbuilders), Ltd., Richmond. 1161. [6692

1947 Austin 16 saloon, one owner, faultless; £450.—Egham Motor Co., Egham. [7324

£495.—1948 Austin 16hp saloon, black, brown upholstery, one owner, in excellent condition.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1949 Austin 16 saloon, meticulously maintained, heater, etc.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

HIRE car limousine, partition, 7 seats, black, leather, radio, taxed; £775; terms.—Rogers Garage, Wellesley Avenue, Hammersmith, W.6. Riv. 2644. [C3054

1949 Austin 16 saloon, black, one owner, radio and heater, splendid condition; £485.—Reys Motors, Ltd., 73-75, Albany St., N.W.1. Euston 6994. [7245

1946 Austin 16 sln., black, far above average; £410.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1949 (Sept.) Austin 16 saloon, black with brown leather, splendid condition throughout; £495.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

1947 Austin 16 saloon, black/brown leather, excellent throughout; £465.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

NAYLOR & ROOT.—1948 Austin 16 de luxe saloon, black/brown hide, sun roof, radio and heater; £475; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

ROSE & YOUNG, Ltd., offer: 1949 Austin 16 saloon, fitted heater, colour blue, one owner, carefully used, taxed December; £475.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station) Tulse Hill 6464. [C3057

AUSTIN SIXTEEN

HEARSE Latest Deluxe streamline 6-Bearer also 4-Bearer/Deck Coachwork, lavishly equipped, low cost, bargain value. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London N.W.1.
TELEPHONE: Euston 1212.
[0955/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

HIRECAR Limousines urgently required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN A70 & A90

CAR MART, Ltd.,
LONDON Distributors.

1952 Austin A70 Hereford saloon, radio, heater, 13,000 miles; £725.
1950 Austin A70 Hampshire saloon, heater, 15,000 miles; £615.
1949 50 Austin A70 Hampshire saloon, 12,000 miles; £575.
1953 Austin A90 Atlantic saloon, heater, 2,000 miles; £895.
1951 Austin A90 Atlantic saloon, radio, heater, 16,000 miles; £695.
1950 Austin A90 Atlantic convertible, radio, heater, 18,000 miles; £625.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

RUSSELL MOTORS offer:—

1950 Austin A70 saloon, sun roof, radio and heater, one owner since new; £595.
ANY trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

H. A. SAUNDERS, Ltd., offer:

1952 Austin A90 sports saloon, metallic grey with grey upholstery, heater, recorded mileage 12,900; £785.
836-842, High Rd., N.12. Hillside 5272 (6 lines). [C2027

MAYFAIR COUNTRY CARS offer:—

1951 (June) Atlantic saloon, outstanding condition, radio, heater, taxed December; £725.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. [C3008

1953 Austin A70 saloon, radio, heater, sliding roof, 7,000 miles, one owner; £795.
MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [C3004

1953 (June) Austin A90 saloon, works mileage, black/beige, radio, heater; £995; also.
1952 Austin A90 saloon, black, radio, heater, loose covers, 12,000 miles, one owner; £825; also
1951 Austin A90 saloon, 15,000 miles, one owner, heater, spare unused; £750.
RIPCO, Ltd. (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

£725.—1951 Austin A70 Hereford saloon, blue/blue upholstery, recorded mileage 42,000, with heater.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1951 (July) Austin A90 sports saloon, grey, outstanding condition, radio, heater, loose covers, mats; £715.—Croydon 1886. [7162

1951 Austin A90 Atlantic saloon, one owner, 21,000 miles only, radio and heater, superb condition; 3 months' guarantee; £695.
C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1952 Austin A90 saloon, low mileage, beautiful condition; £750.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1952 Austin A90 saloon, radio, heater, etc., 6,000 miles; £850.—Green & Zonis, Ltd., 246/52, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

1950 A70 Hampshire saloon, black, radio, heater, excellent condition; £650.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1952 Austin A70 drop head coupe, grey, fitted heater, immaculate; £840.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1952 Austin Hereford saloon, colour black, small mileage; £775.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Tel. Sloane 1353 or 1709. [7085

1952 Austin A90 Atlantic saloon, pale blue, 9,000 miles only, one owner; £850.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066 [C1076

1952 Austin A70 de luxe sunshine saloon, one careful diplomatic owner, in superb condition, fitted extras; £745.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

AUSTIN A70 & A90

1952 Austin A70, 11,000 miles black, brown leather, immaculate; £845.—Modern Service (Wimbledon), Ltd. Tel Wimbledon 5155. [C3014

JACK ROSE, Ltd., 1951 A90 Atlantic saloon, one owner, 24,000 miles, very clean; £625.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056

ROSE & YOUNG, Ltd., offer 1952 Austin A90 Atlantic saloon, 8,000 miles only, fitted radio, black; £765.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

£595.—1950 (June) Hampshire, beige with brown leather upholstery, 23,000 miles, one owner, heater, almost unmarked and as new.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

1951-2 Austin A70 Hereford, fawn, brown hide interior, unblemished, one careful owner, radio, heater, £695; consider part exchange.—Southwinds, Smugglers' Walk, W. Worthing. Goring-by-Sea 42151. [C4027

£785!!—9,000 miles only, black unmarked 1952 (April) Austin A90 Atlantic saloon, fitted radio and heater, taxed year; this car is a superb specimen.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

TANKARD & SMITH, Ltd., offer 1952 Austin A70 Hereford, beige with brown leather, heater, genuine low mileage, in magnificent condition; £825; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

PRIDE & CLARKE, Ltd.—1952 Austin A70 saloon, fern green/brown leather, 10,000 miles, heater, radio, loose covers, one owner, as new, £749; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD London N.W.1.
TELEPHONE Euston 1212.
[0953/R

PRIVATELY owned A70/90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

FULL value paid for A70 or similar.—54, Streatham Hill S.W.2. Tulse Hill 2676. [W3016

AUSTIN wanted in good condition for cash.—Valentine 4674, before 10 a.m. [W2018

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHTEEN

AUSTIN 18 7-passenger York saloon, recorded mileage 62,000, excellent mechanical condition, good coachwork and interior; £325.—Grove Garage and Motors, 322, Fore St., Edmonton, N.9. Edmonton 4162. [7246

1935 Austin 18 Gordon Royal limousine with seats, one private owner since new, immaculate condition.—Apply H. Pope & Sons, Ltd., The Finchley Garage, N.3. Finchley 0115-0116. [7250

£465!!!—1939 Austin 18hp limousine, genuine Ivey model with division and extra wide occasionals, excellent black finish with luxurious leather upholstery front and rear, the whole car in very much above average condition; opportunity for discerning hire concern to purchase a good example of this scarce series.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Austin Eighteen Cars Wanted

CMT HE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

AUSTIN 7-passenger partioned limousine, 1939, 18hp, small mileage; £425.—95, Captains Rd., Edinburgh. [7131

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-PASSENGER privately owned 1937/38/39 Limousines, also Saloons, urgently required, cash waiting. A. & S., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN A125 & A135

NEWNHAMS, Ltd.

AUSTIN Sheerline saloon, grey, registered March, 1953, mileage 2,750, several extras.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

CAR MART, Ltd.,
LONDON Distributors.

1952 Austin A125 Sheerline saloon, 8,000 miles; £1,125.
1950/51 Austin A135 Princess saloon, 30,000 miles; £965.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

1952 Austin Sheerline saloon, 13,000 miles, fitted heater and radio, one fastidious owner since new, whole car as new; £1,125.—Bognor Regis 2166. [7218

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

TOM GARNER, Ltd., offer

1953 Austin A125 Sheerline saloon, black with fawn leather, 350 miles only; £1,650.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

RUSSELL MOTORS, offer:—

1952 Austin Princess saloon, 16,000 miles, one owner, colour black; £1,450.
ANY trial or examination
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

B. J. HUNTER Ltd., offer:—

1949 Austin Sheerline saloon, maintained regardless of cost, definitely unmarked; £750.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303 [C2040

H. A. SAUNDERS, Ltd., offer:

1951 Austin Sheerline saloon, black with brown upholstery, radio and heater, etc., recorded mileage 17,000; £995.
836-842 High Rd., N.12. Hillside 5272 (8 lines). [C2027

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1949 (Sept.) Austin Princess saloon, black, brown upholstery, radio, heater, 24,000 miles, unmarked, practically a new car, taxed; £925.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

1952 Austin Sheerline saloon, 1,900 miles; £1,395.

1951 Austin Sheerline saloon; £1,085.

1950 Austin Sheerline saloon; £915.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., N.W.1. Eus. 6611. [C2025

1951 Austin Princess, radio, heater, specimen car, indistinguishable from new; £1,350.
CAR EXCHANGE (CARDIFF), Ltd. Tel. Cardiff 31511. [7255

1949 Austin Sheerline saloon, black, beige leather upholstery, radio, heater, first-class condition throughout; £695.
MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1949 Austin Sheerline, black, fitted radio, one owner, guaranteed total mileage 13,440; £845.—A. Dey & Co., 18, Hardman St., Liverpool, 1. Royal 5037 [7182

1953 Austin Sheerline saloon, black with beige leather, 300 miles only.—For price and full particulars, George Box, Ltd., Aldams Rd., Dewsbury. Tel. 652 (5 lines). [6469

1949 (December) 1950 model Austin Sheerline saloon, black, beige upholstery, covers, heater, radio and two extra tyres, maintained regardless of cost and in perfect condition; £695.—John Trigg, Ltd., Esher 1234. [7256

Austin A125 and A135 Cars Wanted

THE
CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1213. [0552/R

PRIVATELY owned Sheerline.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

LIMOUSINE 7-passenger Sheerline required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN MISCELLANEOUS

AUSTINS, Austins, Austins

A VARIETY of 1938-1951 cars always available; h.p. terms; immediate delivery.
ALL makes of cars required by
ALLWEATHER MOTOR Co., High St., Edgware 3610. [4382

PHILIP RICKARDS, Ltd., offer:—

1953 Austin A40 Somerset coupe, blue, low mileage.

1950 Austin Sheerline saloon, black, 10,000 miles.

1953 Austin A90 sports saloon, works mileage, radio; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2, offer:—

1952 (Dec., '51) Austin A40 sports coupe, blue with beige leather upholstery, radio, heater, excellent throughout; £725.

1950 Austin A90 electric convertible, finished blue with blue leather upholstery; £625.

1951 Austin A90 saloon, metallic grey, grey leather, heater, radio, twin spotlights, Ace rimbellishers, speedo reading 20,000 miles, in really superb condition throughout; £750.

1950 Austin Princess saloon, black, brown leather upholstery, heater, radio, excellent order; £1,125. [C1001

Austin Miscellaneous Cars Wanted

AUSTINS wanted.—Smith's 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822/R

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN wanted in good condition for cash.—Valentine 4674, before 10 a.m. [W2018

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0598/R

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2268. [0788/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 235. [0541/R

H. F. EDWARDS urgently require good Austin for immediate cash; distance no object.—Details, please, to 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29, High St., S.W.19. Wim. 0125. [0414/R

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0226

THE CAR MART, Ltd.,
LONDON distributors; spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717); and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

C. O. NORMAN and Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0305/R

AUSTIN 7 spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—45-47 Newington Causeway, S.E.1. Hop. 2852/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list.—Witham's 16, Balham Hill, S.W.12. Battersea 3280/3769 [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5 [0599/R

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock repairs and service to Austin exclusively.—57, Acre Lane, S.W.2, Brixton 1155. [0184/R

BENTLEY (3½, 4¼-litre and New 4¼-litre)

HROH. R. OWEN, Ltd.,
LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1952 Bentley 4.6 standard steel saloon, Tudor grey with pale blue hide, 25,000 miles; £3,750.

1950 Bentley Mk. VI standard steel saloon, dark grey with pale blue hide, 26,000 miles; £2,950.

1949 Bentley Mk. VI standard steel saloon, beige with beige hide, 41,000 miles; £2,650.

1951 Bentley Mk. VI James Young sports saloon, black and grey with pale blue hide; £4,400.

1950 Bentley Mk. VI Mulliner lightweight sports saloon, Oxford and Cambridge blue with blue hide; £4,950.

1949 Bentley Mk. VI Park Ward d.h.c., power op., black with light brown hide, 11,000 miles; £3,650.

WE are interested in the purchase of Bentley cars and invite communications from owners who have such vehicles for disposal.
H. R. OWEN, Ltd.,
17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3052

CMCAR MART, Ltd.

1953 Bentley H. J. Mulliner light weight 4-door sports saloon, black with tan leather upholstery, 1,000 miles; £6,450.

1951-52 Bentley 4¼-litre standard steel Mark VI saloon, grey with grey leather upholstery, 20,000 miles; £3,350.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C1039

RIPPON
RIPPON.
RIPPON BROS., Ltd.
THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars.
RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0906/R

BARTLETT.—Bentley 1934 Park Ward saloon, excellent condition; £495.—27a, Pembridge Villas, W.11. [C1015

BENTLEY (3½, 4¼-litre and New 4¼-litre)

JBJACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.
EXAMPLE—1953 (July) 4¼-litre (big boot) standard steel saloon, painted dark green with grey leather upholstery, speedometer reading 1,500 miles; price £4,400.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May 7444. [C1082

ACRES offer:—

1948 Rolls-Bentley Mark VI 2-door saloon by James Young, black, brown leather, heater and radio and many extras, beautifully kept and maintained with full history, practically indistinguishable from brand new; £2,450.
ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

P.B. Ltd. offer:—

1936 3½ Bentley (F.B.) Freestone & Webb, mitred edge, sports saloon.
PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken 9477-7478. [C3035

SLOCOMBES, Ltd.

1951 4¼ Standard saloon, in two-tone grey and as immaculate as it should be, fully guaranteed; £3,250; Mr. T. F. Dawe will be pleased to handle your enquiry personally.
H.P. and part exchange welcomed, existing h.p. accounts settled.
WE close at 7.30 p.m. (Saturdays 6 p.m.).—Write, call or telephone.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

COACHCRAFT offer:—

£475:—1935 3½ James Young 4-door sports saloon, riding control, attractive vehicle, carefully used and in very good mechanical order; 3 months' guarantee, terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1055

FRANK DALE offers:—

BENTLEY 4¼ Park Ward 4-door sports saloon, new condition, exceptional chassis, guaranteed, taxed year; £975.—Frank Dale, 61, Lancaster Mews, W.2. Paddington 4681 [C1067

H. A. FOX & Co., Ltd.,
OFFICIAL Rolls-Royce and Bentley Retailers.
BENTLEY, 1948, November special coachbuilt saloon by James Young, painted black with maroon leather; this car has been maintained by Messrs. Bentley Motors (1951), Ltd., at Crewe throughout its life, one owner only, exceptionally low mileage of 29,000 confirmed by the owner as genuine, very strongly recommended; £2,825.—3-5, Burlington Gardens, Old Bond St., London, W.1. Regent 7687. [7020

RUSSELL MOTORS offer:—

1948 Mark VI Bentley standard steel saloon, 54,000 miles only, blue and blue leather; £2,150.
ANY trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

OVERSEAS CARS Ltd., offer:—

1937 4¼-litre Bentley saloon, body by Barkers, 59,000 miles, exceptional condition; £995.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

SWANMORE GARAGE offer:—

£2395.—Bentley Mk. VI 1949 steel saloon.

£2895.—Bentley Mk. VI 1948 James Young 4-door.

£3365.—Bentley Mk. VI 1951 steel saloon.

£875.—Bentley 3½-litre 1936 saloon.

EXCHANGES or terms.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4020

JACK OLDING OF MAYFAIR.

OFFICIAL Bentley and Rolls-Royce retailers offer early delivery of new cars with standard and special coachwork; also the following selection of used Bentleys:—

1952 (July) 4¼-litre standard saloon, black and silver, one owner, 11,000 miles; £3,650.

1951 (June) 4¼-litre standard saloon, black, one owner, 28,000 miles; £3,150.

1951 (April) 4¼-litre standard saloon, black with brown leather, 18,500 miles, one owner; £3,250.

1951 (March) 4¼-litre standard saloon, grey with blue leather, 28,000 miles; £3,150.

1950 (June) 4¼-litre 2-door saloon by Park Ward, black, 25,000 miles; £3,500.

1949 4¼-litre 2-door Countryman saloon, grey, polished wood, 58,000 miles; £2,850.
AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3050

McKINNON MOTORS, Ltd., offer:—

1950 (Sept.) Bentley Mark VI standard steel saloon, black, powder blue leather, radio, heater, taxed December, 17,000 miles only, a rare specimen; £3,100.
McKINNON MOTORS, Ltd., "Langham House," 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

H. BEART & Co., Ltd., offer:—

1937 (November) Bentley 4¼-litre saloon; offers are invited for this very fine car; full details upon request.—102, London Rd., Kingston-on-Thames. Tel. 3548. [C1061

MANN EGERTON & Co., Ltd., offer:—

1951 Bentley Mk. VI steel saloon, sun roof, radio and heater fitted, regularly serviced by accredited repairers, in superb condition throughout; £3,250.

14 Berkeley St., London, W.1. Hyde Park 2073. [C2006

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1935 3½-litre utility, 2 owners, good history; £725.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

CLARKES OF PIRBRIGHT, official Rolls-Royce and Bentley retailers, offer:—

1935 Bentley 3½-litre saloon by Thrupp & Maberly, finished two-tone beige, grey leather, fitted heater, good tyres, outstanding in appearance and mechanical condition; £750.—Clarkes of Pirbright, Pirbright, Surrey. Brookwood 2201-2. [C1049

1951 Bentley steel saloon, 17,000 miles, grey, immaculate condition; £5,250.—Below.

1950 (Sept.) Bentley H. J. Mulliner saloon, black/fawn leather, covers, radio, 5,000 miles only, condition like new.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce and Bentley Repairers and Retailers, offer:—

BENTLEY 1951 (Oct.) Mk. VI big bore standard steel saloon, Tudor grey, one owner, 13,000 miles only; we supplied this car new and can recommend it with confidence; £3,450.

1950 Bentley Mk. VI standard steel saloon, black, blue leather, one owner, at present undergoing pre-sale checkover; £2,950.

OFFICIAL retailers and repairers: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE works and stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1933 Bentley 4-litre saloon, very nice condition; £250.—Gelshen, 39, Benson Rd., S.E.23. For. 5464. [7077

1937 Park Ward 4¼-litre, black and beige, 72,000 miles, 1950 condition throughout, photos available; £1,250.—Hodgson, St. Helens 3900. [7050

1937 Bentley 4¼-litre Park Ward razor edge saloon, black; £1,075.—L. F. Dove, Ltd., 111-1115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

EDWARDS & Co. ((BOURNEMOUTH), Ltd., Bournemouth. Tel. 1272, officially appointed Bentley retailers and repairers; reliable used cars in stock. [5361

1952 Bentley steel saloon, 12,000 miles, immaculate condition; exchanges entertained.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245 [C2064

BENTLEY 3½-litre August, 1935, Special 4-door sports saloon, with heater and radio, taxed, very good condition; £750.—Duchesne of Wimborne, Dorset. Tel. 108. [7322

CAMDEN MOTORS for Bentleys.—Park Ward 4-light 4-door Sportsman's saloon, 1955, black, red leather, excellent chassis, expertly maintained by Bentley enthusiast; £545.

CAMDEN MOTORS for Bentleys.—4¼-litre Park Ward sports saloon, with overdrive, first delivered and registered 30/12/39, immaculately finished in silver and black with luxurious leather upholstery; this car was purchased direct from private family, history of overhauls is known and includes rebore, clutch and brakes relining, reconditioning of gear box, etc., since when the car has done but a nominal mileage; this magnificent Bentley, probably the finest example of its kind in the country, is offered to the discerning purchaser who is only interested in the finest money can buy; photographs will be supplied to genuine prospective purchaser; £1,495.

CAMDEN MOTORS for Bentleys.—Leighton Buzzard, Beds. Tel. 2041. Open till 6 p.m. Write for catalogue. [C1035

1935 Bentley 3½ close coupled foursome saloon, 4-door, very excellent condition; offers or exchange caravan, small cottage, cash adjust.—Auto Engineering, Willsons Rd., Ramsgate. Thanet 52686. [7030

1947 Standard steel mark 6 Bentley, 60,000 miles, complete history; £1,875 (part-exchange welcomed).—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1947 Bentley P.S.C. saloon, unusually attractive car with magnificent history, all 1950 chassis and many body modifications; £1,950.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015.

1951 Bentley Mk. VI standard steel saloon, 25,000 miles, in superb condition, grey, red leather, one owner, maintained by Bentley Motors; price £3,150 or offers.—Write Advertiser, 6, Ennismore St., London, S.W.7. [6918

ROSE & YOUNG, Ltd., offer: 1949 Bentley Mark VI standard steel saloon, 36,000 miles only, radio, immaculate; £2,395.—65-69 Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464 [C3057

BENTLEY 1936 29.4hp; £750, excellent condition throughout, full particulars and photograph on application, will consider part exchange small saloon car in good condition.—Scott, 15, Twynham Rd., Maidenhead, Berks. [7500A

P. J. EVANS, of Birmingham, offer a 1951 (November) Park Ward 4.6-litre electrically operated 4-5-seater drop head coupe, ivory with maroon hide, 15,800 miles, in immaculate condition, bonnet locks, radio, etc., one owner; £4,500.

P. J. EVANS, Ltd., Bentley Special Retailers, John Bright St., Midland 2011. [7104

1935 Bentley (CR series) 3½ saloon by Freestone & Webb, black with brown leather, H.M.V. radio, taxed, an exceptional example, two owners only since new; £565.—Clarke & Simpson, Ltd., 49, Sloane Square, S.W.1. Tel. Sloane 4727. [C1048

BENTLEY (3½, 4¼-litre and New 4½-litre)

4¼-litre Hooper saloon, only 100 miles since complete overhaul at cost exceeding £600, immaculate condition; realisation to close estate; view by appointment.—Tel. Liverpool Aintree 2361 during day. [7011

JACK ROSE, Ltd., offer: 4¼ Bentley 4-door razor-edge saloon by Freestone & Webb, in black and red hide, all bright spots silver plated, interior almost unmarked, car with Bentley history; £1,075.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1935-6 Bentley 3½-litre Park Ward sportsman's saloon, finished in unblemished black and chrome, fitted new twin Lucas flamethrowers, twin chrome Windtones, almost all new tyres, new battery, taxed yearly, mechanically in really excellent condition, a genuine specimen, £685; terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

BENTLEY 1950 VI, PSC saloon, privately owned, black with powder blue hide and deep blue mats, impeccable interior and exterior, super mechanical condition, checked by agents, all necessary work carried out, plus engine mods., tyres as new, spare unused, many extras, chauffeur driven, absolute genuine snip, £2,725; consider small car.—Æ, 1025, Garratt Lane, S.W.17. Balham 3551. [7253

1936 3½-litre Bentley 3-door saloon, fitted with very attractive Continental body; Bentley's records confirm this particular model was the very last chassis to which they fitted 3½-litre engine; car recently completely overhauled and R.A.C. report available; over £500 spent on import duty and works check-up; general condition of car excellent, right-hand steering; price £750; would consider post-war car in exchange with cash adjustment.—Kleft Cars, Ltd., Reliance Works, Derry St., Wolverhampton. Tel. 24394. [6824

SPORTS 4-door 3½/1934 H.J.M. Saloon, leather, boot, £300 Derby overhaul, nice chassis, exceptionally attractive, history available, exceptional value. £645. Alpe & Saunders, Providence Court, North Audley Street. Mayfair 2941. [C1008

BENTLEY (PRE 1931)

ANDOVER MOTOR Co., Ltd., offer:—

1928 4½-litre Black Label, in immaculate condition, with over £500 spent on reconditioning; a sacrifice at £325.—Andover, Hants. Tel. 3405. [C1003

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

£240—3-litre (15.9hp) 1927 4-seater, Red Label, taxed, recent respray, chrome, hood, tyres, tonneau cover; evenings Pinner 3714.—Viney, 116, Cambridge Rd., North Harrow.

1925 3-litre Red Label Bentley, in original condition with Vanden Plas body, over £150 spent recently on mechanical and body renovation including engine, radiator, clutch, wiring, brakes, etc., 4 new tyres; best offer over £200.—Westhanger Place, Westbrook Rd., Godalming, Surrey. [7202

Bentley Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 5434. [0958/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SEE "Exchange."—Lewis Motors, Gerrards Cross. [9067

WANTED, crashed or damaged post-war Bentley.—Box 8504. [5917

BENTLEY Mark VI wanted, preferably under 30,000 miles.—Bowles, 2, Elm Park Court, Pinner. Tel. 360.

REQUIRED, good used Bentley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

BENTLEY wanted 1947-49 to purchase from private owner, good price paid for genuine low-mileage car.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401-2. [W4056

PERFORMANCE CARS urgently require Bentleys.—Great West Rd., Brentford, Middlesex. Ealing 6841 [W3041

PRIVATE buyer wishes to purchase direct from owner pre-war Bentley; good price paid for car in specimen condition.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401-2. [W4056/1

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Midland 2437. [0357/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 253. [0540/R

TAYLOR & CRAWLEY will buy low mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—48, Kensington Court, W.8. Western 6015.

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3030

H. F. EDWARDS urgently require good Bentley for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

WANTED for immediate purchase, 1951/2 large or small bore Bentley standard steel saloon, must be of low mileage.—Full particulars to R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. 3431-2. [W3011

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, Off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

Bentley Cars Wanted

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4242. [W2064

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (6 lines). [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0598/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5252 for collection.—18, Providence Court, W.1. [S3050/R

B.M.W.

!! Chipstead Motors, Ltd.—See our advertisement ** under "Sports Cars." [1046

£295—B.M.W. 12hp drop head coupe, cellulose unmarked, exceptional performance, good hood, tyres, etc.; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube). Exchanges, h.p. [C1017

BOND MINICAR

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1953 Bond Minicar, Type B, 1,000 miles only, absolutely as new, together with spare wheel, trafficators, etc; 229gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled, exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BRISTOL

FRAZER-NASH CARS offer:—

1953 401 saloon, blue, beige leather.

1948 type 400, black, beige leather, recently overhauled; £975, or if recellulosed £1,025.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hou 0011.) [C2015

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [C2054/R

1952 Bristol 401 saloon, 6,000 miles; £2,195.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., N.W.1. Eus. 6611. [C2023

!! Chipstead Motors, Ltd.—See our advertisement ** under "Sports Cars." [C1046

J. DAVY, of Kensington, offers: Bristol 400 saloon, Oct. 1950, 17,000 miles, as new.

180-4 Kensington High St., Wes. 9641 and 215, Brompton Rd., S.W.3. Ken. 1106. [C1069

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—60, Piccadilly, W.1. Grosvenor 4141. [0618/R

1949 Bristol 400, 30,000 miles, £400 bills available; £995 (part-exchange welcomed).—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1951 Bristol 401, 16,000 miles, colour Bristol red, chromium wheels, whitewall tyres; £1,795.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050/1

1950 Bristol 401 saloon, in Bristol red, radio, heater, a most beautiful car; £1,675, consider part-exchange.—Southwinds, Smugglers Walk, W. Worthing. Goring-By-Sea 42131. [C4027

Bristol Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W3040

401 urgently for own use by motor trader, for cash or in exchange new car.—Box 8994. [7128

PRIVATE buyer requires 1951 Bristol 401; £1,500 offered; give full particulars.—Box 8656. [6235

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bristol Cars Wanted

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

H. F. EDWARDS urgently require good Bristol for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

BROUGH SUPERIOR

BROUGH SUPERIOR, black, drop head coupe, exc. condition, powerful looking car, must be seen, radio. —272, Mortlake Rd., Ilford, Essex. £350, o.n.o. [7164

B.S.A.

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2. Offer:—

1938 (Oct.) B.S.A. foursome sports tourer, finished red, with red leather upholstery, in original condition throughout, innumerable extras; £255. [C1001

B.S.A. Scout 1936, just rebored, black, good appearance, good hood, tyres and tubes, recent rewire; bargain at £150.—Tel. Bexleyheath 5845. [7169

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—164, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

BARTLETT.—Bugatti 130 mph 57 SC Continental coupe, performance and appearance still unsurpassed.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1015

Bugatti Spares and Service

J. LEMON BURTON, Bugatti Service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331 [0071/R

BUICK

1935 Buick saloon, good condition, must sell; any reasonable offer.—Tld. 4972. [7118

CAMDEN MOTORS.—Buick. For selection of pre- and post-war models see full page advert on page 35 of this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

£385—Buick limousine, 1937, renovated, 7-passenger, not ex-hire car.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

RHD 1947 Buick, radio and heater, colour black.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1939 Buick Viceroy saloon, leather upholstery, nice condition; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

£135—Buick saloon, leather upholstery, one owner, new tyres, taxed, well maintained. —45, Shirehall Park, N.W.4. Hendon 1646. [7227

BUICK 1939 Empress fixed head coupe, superb condition; £365; exchanges, etc.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3057

1937-38 Buick 8 4-door saloon, exceptional condition, engine reconditioned; £285, offers considered.—Riddington, 21, Limetree Ave., Peterboro. [7170

1949 Buick Super Jet Back Sedanett, 24,000 miles only, one owner, radio, heater; £1,175.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

BUICK 8 1939 4-door convertible, right-hand drive, 2 owners from new, genuine 57,000 only, fitted radio, spotlamps, demister, etc., superb example of a very fine model; £315.—Luxicars, 217, Cowley Rd., Oxford. Tel. Oxford 3142. [7107

£465!!—This Buick must be seen to be appreciated. 1939-40 model but having just had £150 spent on this vehicle including engine recondition, brakes, steering etc., and having special Tickford drop head conversion, this vehicle is probably the finest on offer to-day, full 4-door model, looks like a saloon but completely opens for touring, spotless original condition inside, fitted many extras; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley N.12. Finchley 6221. (East Finchley Underground.) [C2052

Buick Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Buick.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

7-SEATER private 1937/38 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

RHD 60 special 4-door saloon, black, 1938, fitted radio, heater and many extras, mileage 15,000, completely overhauled by Lendrum & Hartman, July, 1952, at cost of £450; full history available; no reasonable offer refused; inspection and trial by appointment.—Gardner, Woodnorton, 2, Moor Green Lane, Birmingham, 13. South 5283. [7142

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R

Cadillac Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Cadillac.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your Cadillac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

1949 Chevrolet Styleline 2-door saloon, r.h.d., heater; £1,095.

CHOICE of other Chevrolets usually in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1949 Chevrolet 2-door l.h.d., fog lamps, radio, heater, two owners; £750.—Tottenham 5491. [7500

RHD Chevrolet 4-door saloon, 2,000 miles only.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

£150—1936 Chevrolet 26hp drop head coupe; £70 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1946 Chevrolet right-hand drive 4-door sedan, low mileage, very well kept; £595.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

Chevrolet Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Chevrolet.—97, Fulham Rd., S.W.3. Ken. 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your Chevrolet car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers, also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R

CHRYSLER

CAMDEN MOTORS.—Chrysler. See selection on full page advert on page 35 of this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

RHD 1952 Chrysler de luxe fluidmatic drive 4-door saloon, colour blue, 7,000 miles, guaranteed.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

£165.—1936 Chrysler 24hp 4-door de luxe saloon, one private owner throughout, black, brown hide, exceptionally clean, recent overhaul; £75 down. —Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

LIMOUSINE, 1937, Imperial, 34hp, partition, forward occasionals black, carefully maintained, £345. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.

CHURCH ROAD ENG. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex 57271. [9684

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0561/R

CITROEN

CAR MART, Ltd.

1950 51 Citroen Light 15 saloon, 29,000 miles, £565.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

R. F. FUGGLE, Ltd.

1953 (July) Citroen Light 15 de luxe saloon, black, brown heater, mileage 660 (genuine); £895.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1645. [C2017

H. W. MOTORS, Ltd., offer:—

1949 model Citroen Light 15, finished black, beige leather upholstery, fitted many extras; £565.

1947 Citroen Light 15 de luxe saloon, finished black with red leather upholstery, fitted many extras; £465.

H. W. MOTORS, Ltd., Walton-on-Thames 2404-5-6. [C2042

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [4734

CITROEN

JOHN S. TRUSCOTT for Citroen.

ONLY first-class examples are offered.

PRESENT stock includes several post-war Light Fifteens from £475.

OFFICIALLY appointed Citroen agents.

NEW models from stock.

EXCHANGES, deferred terms.

JOHN S. TRUSCOTT, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. [C4052

GUY SALMON AUTOMOBILES, offer:

1952 (August) Citroen 15, 14,000 miles, sun roof, as new; £775.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1951 (June) Light 15, red, red leather, one owner, taxed year, superb order.—Tel. Weybridge 2889. [7085

CITROEN 1948 special 4-speed twin carburettor saloon, radio, innumerable extras; £550.—Bartlett, 27a, Pembridge Villas, W.11. [C1015

1950 Citroen 6-cylinder saloon de luxe, sun roof, radio, 29,000 miles only; £745.—Mann, 48, Forty Ave., Wembley Park. Arnold 4604. [C3017

1947 Citroen Light 15 sun saloon, black, brown leather, well maintained; first offer £425.—Goodfellow, 26, Jesmond Dene Rd., Newcastle, 2. [7045

1952 (March) Citroen Light 15, maroon, sun roof, one owner, 15,000 miles, beautiful condition; £765; exchanges, deferred.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. 4600/4652. [7028

£195—1936 Citroen super modern 12 saloon, in beautiful condition, reconditioned engine, bills available, unworn tyres; £95 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1950 Citroen Six saloon, finished black with red, only done 1,000 miles since return from manufacturers, this is a very fine specimen, any trial given; £625.—Stamford Motors, Ltd., Ashton-under-Lyne. Ash 2188. [7317

395 gns.—Citroen Light 15, 1947 sports saloon, gunmetal, fawn leather, one owner, excellent condition; terms, exchanges; trial; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

6-CYLINDER, 6,000 miles only, green, chauffeur kept, virtually new condition, late property of deputy chairman large industry (now deceased); unrepeatable bargain £850.—Richards & Carr, 85, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1950 Citroen de luxe 15 saloon, finished in unblemished black with maroon leather interior, mechanically in excellent condition, this is a genuine small mileage model, fitted excellent tyres, almost new radio, heater, taxed year, new battery, a most immaculate example; £595; terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C5000

HINDHEAD MOTOR WORKS offer 1952 Light 15, grey with red leather, heater, windscreen washer, taxed year, one owner; £620; 1950 model Citroen Light 15, green with beige upholstery, one owner, £625; 1940 Citroen 6-cylinder, black with red leather, taxed year, £450; 1939 Citroen 12hp, black with Bedford cord upholstery, £515; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 663. [C2061

£595.—Unique super Light 15 saloon, specially re-built and registered 1951, and incorporating specially balanced high-compression engine (approx. 7.8 : 1 C.R.), special French twin carbs. and manifold, Scintilla coil, special 4-speed gear box with 5.7 top, 4.75 3rd, over 70mph in 3rd, gear ratios, special front brake cylinders, special cast aluminium road wheels, Marschal Aerolux headlamps and Notek speedmaster, engine just overhauled, rebuilt with crank reground, etc., aluminium valve cover, H.M.V. radio, Gallay and Citroen interior heaters, red leather and loose covers, beautiful bottle green cellulose, long French aluminium wheel spats front and rear, many special instruments, Bosch screen wiper, lots of spares, cylinder head, carb. and manifolds, wheels, gear box parts, etc., all Michelin tyres fitted, probably the best looking and performing 15 in the country, never used in competitions.—11, Newlands Avenue, Thames Ditton (Emb. 4092), or Tat. 0359 daytime. [C1007

Citroen Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. [0172/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors, are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

CITROEN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

REALLY good second-hand Citroen required.—Cobb, 50, Harley House, N.W.1. [W1086

POST-WAR Citroen for cash; inspect anywhere.—Glyn, 10, Norton Place, Hove. [7172

REQUIRED, good used Citroen.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

CITROEN.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange. —175, Westbourne Grove, W.11. Bay. 4274. [W4055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Citroen Cars Wanted

PERFORMANCE CARS urgently require Citroens.—Great West Rd., Brentford, Middlesex. Ealing 8841 [W304]

CITROEN cars wanted for cash or part exchange by the Citroen specialists and stockists.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 663. [W2061

H. F. EDWARDS urgently require good Citroen for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 5131-2. [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists, all spares stocked, immediate exchange drive shafts, gear boxes, steering units, etc. [0061/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4563.—Citroen parts, reconditioned drive; trains 48-hr. service [9096

SHRIMPTON'S MOTORS, Ltd.—London Distributors. Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 5464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen cars, sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [0585/R

DAIMLER

R. F. FUGGLE, Ltd.

1952 Daimler Consort, colour black, brown interior, one owner, mileage under 10,000, in every way equal to new; £1,395.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

BOON & PORTER, Ltd.

1951 Consort saloon, grey/blue, mileage 21,000, one owner, radio, heater, Caldwell charger and engine heater, magnificent throughout; £1,195.—Castlnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

COACHCRAFT offer:—

£300!—1939 Daimler 2½-litre saloon, one owner only, very carefully maintained, 3 months' guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

TOM GARNER, Ltd., offer:—

1950 Daimler 2½-litre Barker drop head coupe, grey with blue leather; £895.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9285-6-7. [C2020

PHILIP RICKARDS, Ltd., offer:—

1951 Daimler special sports drop head coupe, black/grey, 14,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

GUY SALMON AUTOMOBILES, offer:

1939 Daimler 2½-litre sports saloon, genuine 32,000 miles, condition comparable with 1952 model, black/red leather, H.M.V. radio, Ace discs, all new Dunlop Fort tyres, just passed 100% by Daimler service engineers, must be seen to be appreciated; £595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

H. A. SAUNDERS, Ltd., of Worcester.

1939 Daimler 2½-litre saloon, black with brown leather; £475.

AUSTIN House, Worcester. Tel. 2368. [C4005

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre special coupe by Barker (1951), black with brown leather, 4,000 miles only, as new; £1,695.

DAIMLER 2½-litre Consort (Oct., 1952), black with brown leather, 1,800 miles only, as new; £1,475.

DAIMLER 2½-litre Consort (1951), black with beige leather, low mileage; £1,150.

DAIMLER 2½-litre saloon (1949), blue with blue leather, most attractive; £895.

DAIMLER 4½-litre 7-passenger limousine, dark blue and black with cloth to rear, in good condition; £450.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [C4022

BROOKLANDS: Individuality, new and used cars.

1952 Daimler 2½-litre drop head coupe, 7,000 miles, choice of two, immaculate.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

DAIMLER LQ5 limousine 7-seater, partition, exceptional condition; £450; to be seen by appointment.—12, Weymouth Mews, London W.1. [7015

1947—2½-litre Daimler saloon, excellent condition throughout; £635.—W. T. Dunn, Ltd., 307, Euston Rd., N.W.1. Euston 3105. [7243

CONSORT series, black, maroon leather, 1,900 miles, faultless, heater, and demister, one owner; £975.—Victoria Playhouse, Aston, Birmingham. [6970

1952 Daimler Consort, 12,000 miles, radio, heater, immaculate; £1,225.—Sidney Marcus, Ltd., 44 Sloane St., S.W.1. Tel. Sloane 3557. [C3006

DAIMLER

£845!!!—1949 Daimler 2½-litre saloon, faultlessly maintained throughout, many extras; 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1935 Daimler 15 saloon, excellent bodywork and mechanical condition, one owner, chauffeur maintained, taxed; £195.—Guildford 61414. [7158

CASS'S MOTOR MART.—1938 Daimler 17 saloon, black, genuine 35,000 miles, one owner, written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

1950 Daimler foursome drop head coupe, immaculate, 21,000 miles only; £995.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

1953 (June) Daimler Conquest saloon, maroon, 1,100 miles only, as new; £1,505.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow. Tel. Douglas 7598. [7074

JACK ROSE, Ltd.—1937 16hp Daimler 4-door saloon, reasonably clean inside and out, any examination; £275.—Stafford Rd. Wallington, Surrey. Wallington 6677-8. [C3056

195 gns.—Daimler New-15, 1937 16.2hp Stratstone foursome drop head coupe, black, preselector, good condition; terms, exchanges.—Rowland Smith, below.

365 gns.—Daimler (September) 1939 2½-litre saloon, blue, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

DAIMLER 2½-litre Consort, March, 1952, 14,500 miles, one owner, for sale in perfect condition; £1,200.—Apply Sweett, 48, Bedford Row, W.C.1. Tel. Holborn 2002. [7014

1947 (late) 2½-litre sun saloon black, heater, radio, taxed, one owner, 22,000 miles, spotless condition; £750.—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [0962/R

ROYS offer: 1939 Daimler 18 de luxe saloon, as new; £385, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station). Euston 2700 and 8894. [C3059

£145.—1935 Daimler saloon, very carefully used in exceptional condition, sold for reason of owner taking delivery of new car.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [C2031

1952 Daimler Consort saloon, black with green leather upholstery, heater and radio, 11,000 miles only, as new, one owner; £1,285.—E.P.S. Motors, Kingston-By-Pass, Esher. Tel. Emberbrook 3000. [C2004

1931 Daimler sports coupe 49.4hp 12-cylinder, fluid flywheel, good running condition, specially built, magnificent pieces of machinery, will give endless enjoyment to enthusiast, photos on request; going cheap.—Barnes, Caldecot, Caldy, Wirral, Cheshire. [7056

£395.—1938 Daimler 17hp saloon, engine completely overhauled at cost of £150, good looking and thoroughly reliable; 3 months' written guarantee, free after-sale service, usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (Junction of North Circular and Gt. North Road). Three minutes Trolley E. Finchley tube. Finchley 0052/53. [C4065

DAIMLER 7-seater limousine with occasional seats to face either forwards or sideways, both front and rear compartments fitted with a sliding roof, colour black with fawn Bedford cord upholstery in the back and blue leather upholstery in the front, swept back with hinged lid to boot to form luggage grid if required, this car was built pre-war but not put into commission until 1944 and was completely overhauled at the factory in 1950, in excellent mechanical condition with immaculate bodywork; 3 months' comprehensive guarantee, part exchange and hire purchase terms.—Kennings, Ltd., Leadmill Rd., Sheffield, 1. Tel. 26451. [7072

LIMOUSINE, 1937/24hp, partition, widest occasionals, privately owned, carefully maintained, showroom condition, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Daimler Cars Wanted

CASS'S MOTOR MART require carefully used Daimler.—Euston 4110 and 3523. [W1040

KIRKWOOD CARS buy most types of Daimler.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4016/R

7-PASSENGER 1937/38/39 privately owned EL.24 also 1938/32hp Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Daimler Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0145

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6432

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236/R

KINGSTON-ON-THAMES.—Daimler sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [S4053/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0686

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460/R

DELAGE

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars" [C1046

DELAGE

BROOKLANDS: Individuality, new and used cars.

1951 Series Delage D.6 saloon, mileage 9,000.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

Delage Spares and Service

SELBORNES, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. [0660/R

DELAHAYE

SELBORNES, world concessionaires.—135M sedanca, 275 miles only; greatly reduced price, £2,550.—82, Park St., W.1. [6508

Delahaye Cars Wanted

3¼ or 3½-litre Delahaye d.h. or saloon, about 1936-7.—Details to 26, Beresford Rd., Birkenhead. [7176

Delahaye Spares and Service

SELBORNES, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. [0660/R

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties.—33-35, East Dulwich Rd., London, S.E.22. New Cross 3704. [0610/R

1952 Dellow 2-seater sports, 12,000 miles, red, interior and exterior handbrakes, immaculate inside and out; £495.—Tom Mellor, Ltd., 274, Deansgate, Manchester. Tel. Deansgate 6181. [7318

1951 Dellow 2-seater, one previous owner, excellent tyres, spare unused, original condition throughout as mileage is only 23,000, British racing green, unmarked, cream upholstery, black tonneau, excellent bright chromium fittings such as fold-flat windscreen; £365, a very enviable car at approximately half list price.—Woolley, 273 Whitechapel Rd., London, E.1. Bishopsgate 0365. [C1086

D.K.W.

4 D.K.W. cars for sale: One all-metal drop head; one saloon, fabric; one cabriolet, fabric; and one completely rebuilt saloon.—Below.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

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1939 20hp Dodge standard Six saloon, in excellent condition, just had £150 complete overhaul; first nearest offer £300 secures.—J. James, Henley, Ludlow, Shropshire. Tel. 422. [7000

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DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362/R

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BROOKLANDS: Individuality, new and used cars.

1952 Ferrari 4.1-litre 342 chassis fitted 2-door 4-str. sports saloon by Ghia, 5,000 miles.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

FIAT

1940 500 4-seater at £299.—Below.

CLAIRMONTE BROS. always have several 500 Fiats from £200-£500, some with reconditioned engines.—Shanklin Rd., London, N.8. Mountview 5285. [C1056

S. & S. MOTORS for quality Fiats as below:

1940 1100cc 4-door saloon in beautiful condition; Laystall balanced crankshaft, new tyres, leather upholstery, twin spotlamps, windtones, luggage rack and radio, 3 months guarantee; £585.

1939 1100cc duo green saloon, excellent condition, leather upholstery; £545.

1939 1100cc black saloon, leather upholstery, good tyres; £295.

1939 500cc Cabriolet, in excellent condition, fitted radio, recent overhaul; £250.

1939 500cc 4-seater, recent engine overhaul, good condition throughout; £250.

S. & S. MOTORS, 165a, Westbourne Grove, W.11. Bay. 1644. [7313

SELECTION of Fiat 500 cabriolets, reconditioned and recellulosed, from £200.—Derrington, 159-161, London Rd., Kingston 5621-2. [C1071

1100 Fiat 1939, d.h.c., good cond.; £275, o.n.o.; consider exch. Ford Prefect tourer or roadworthy Ford 10 eng. sports.—Scott, Fro. 0509, eves. & w/e. [7160

1939 Fiat 500, new hood, battery, gear box, 3 new tyres, engine fair, body good condition; £160.—Asson, 140, Water Lane, West Bromwich. Stone Cross 2130. [7152

C. V. RUSHMER, The Fiat Specialist.—1940 508C 1100 saloon, rebuilt, showroom condition, £485; 1939 500 coupe, rebuilt, showroom condition, £425.—39, Holland Park, W.11. Park 5731. [C5061

1100cc 508C 4-door saloon de luxe with sliding roof, without any doubt the finest available in the country, Fram filter, fitted brand new cylinder block, new pistons, crankshaft and bearings, etc., brand new heavy duty Exide battery, new Bluemels spring wheel, special Fiat Continental low pressure tyres and wheels, new lighting and electrical installation including new dynamo, fortune spent; used as second car only; genuine car in showroom condition, 75 mph with 42mpg, reluctantly replaced by larger car; £525.—Donald Pitt, Amberley 2245, Gloucestershire. [7189

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

MAYFAIR GARAGES, Ltd., have 19 pre- and post-war Fiats in stock, all plainly price ticketed and in our showrooms.—Below.

MAYFAIR GARAGES, Ltd.—1951 500C ohv coupe; £525.—Below.

MAYFAIR GARAGES, Ltd.—1948 1100 saloon; £450.—Below.

MAYFAIR GARAGES, Ltd.—1949 500B ohv coupe; £395.—Below.

MAYFAIR GARAGES, Ltd.—1940 1100 508C saloon; £365.—Below.

MAYFAIR GARAGES, Ltd.—1939 1100 drop head foursome; £345.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 supercharged coupe; £325.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 4-seater saloon; £325.—Below.

MAYFAIR GARAGES, Ltd.—1939 1500 l/h drive saloon; £295.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 convertible coupe; £295.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 hard top coupe; £265.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 convertible coupe; £250.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 hard top coupe; £250.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 convertible coupe, blue; £225.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 convertible coupe, black; £225.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 convertible coupe, grey; £195.—Below.

MAYFAIR GARAGES, Ltd.—1936 1500 saloon; £165.—Below.

MAYFAIR GARAGES, Ltd.—Fully reconditioned 500 coupes, rebuilt and as new, in any colour scheme; 3/4 weeks delivery; £350.—Below.

MAYFAIR GARAGES, Ltd.—All Fiat cars sold by us carry 3 months' guarantee.—Below.

MAYFAIR GARAGES, Ltd.—Send for price list and illustrated literature; hire purchase one-third deposit.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats. 9-1. [C3009

1937 Fiat 500 4-seater, immaculate condition, recon. engine; £185.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

295gns.—Fiat 1100 1939 4-door pillarless saloon, black, sliding head; leather, l.f.s., excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FIAT in good condition for cash.—Tel. Valentine 4674, before 10 a.m. [W2018

MAYFAIR GARAGES, Ltd.—Cash for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

PERFORMANCE CARS urgently require Fiats.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

H. F. EDWARDS urgently require good Fiat for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0156/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

MAYFAIR GARAGES, Ltd.—£35. Fiat 500, fully reconditioned S/E engines; immediate delivery; Fiat repairs and renovations at competitive prices.—Mayfair Garages, Ltd., Balderton St., W.1. Mayfair 3104; open 9-6, Sats. 9-1. [0632/R

FORD (8 h.p.)

DERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

1946 Anglia, one owner; £275.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

1948 Ford Anglia, black, maroon leather, bargain; £320.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C175

FORD 8 Popular 1937, exc. condition, Rotoflos, genuine reason for sale; £150.—Bexleyheath 2949. [7220

395gns.—Ford Anglia 1951 saloon, black, one owner, excellent condition; terms, exchanges.—Rowland Smith, below:—

345gns.—Ford Anglia 1949 saloon, black, reconditioned engine, exceptional condition; terms, exchanges.—Rowland Smith, below:—

195gns.—Ford 8 1938 (reg. 1939) saloon, black, good condition; terms, exchanges.—Rowland Smith, below:—

225gns.—Ford Anglia 1940 saloon, pastel green, very good condition; choice of 5 Anglias; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1951 Ford 8 saloon, black, perfect condition, £425.—Herbert & Mills, Ltd., Gt. Portland St., W.1. Langham 3506-7. [C2036

FORD (8 h.p.)

1953 Anglia, 2,000 miles, many extras, including radio and heater; £485.—Bloxam, Pinner 494 (business) or Gerrards Cross 2181. [C1085

1933 Ford 8 saloon, £85; also 1936 Ford 8 saloon in good condition; £125.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

1952 Ford Anglia, absolutely spotless, taxed; £455.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

£195—1939 Ford Anglia saloon, excellent condition. Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1949 Ford Anglia saloon, one owner, excellent condition; £350, exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7067. [C3034

1949 Ford Anglia, black and green, a very nice car; £375.—Blue Star Garage, 65, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

1952 Ford Anglia, black, loose covers and heater, 11,000 miles, quite spotless; £495.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1952 Ford Anglia, green, 9,000 miles, Bedford cord covers, heater, interior lighting, etc.; £435.—Olney, 51, Nelson Gardens, Hounslow. Hou. 2031. [7191

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594+5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

PRIDE & CLARKE, Ltd.—1950 Ford Anglia saloons, beige/brown or blue/blue leather; choice of 2 from £369; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

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SECOND-TO-NONE in PULLING POWER

ROYS offer: 1939 Ford 8 saloon, extremely good, £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

TANKARD & SMITH, Ltd., offer: 1951 Ford Anglia, black with brown upholstery, exceptionally maintained; £395; 3 months' written guarantee.—194/196, King's Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

1936 Ford 8hp saloon, in good order throughout; £115, or £55 deposit, balance over 12 months; exchanges; insurance; 50 cars always in stock; cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [7288

Ford Eight Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0172/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (10 h.p.)

DICKS.

1947 Ford Prefect saloon, carefully used; £550.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

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HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

ALLAN TAYLOR MOTORS, Ltd., offer:—

1950 Ford Prefect, leather upholstery; £440.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4455 (5 lines). [6716

FORD (10 h.p.)

1939 Prefect saloon, well maintained; £260.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3002

W. J. BROWN, Ltd. Established over 30 years.

1953 (Jan.) Ford Prefect saloon, black, brown leather, one owner, 6,900 miles; £575.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1938 Ford 10 tourer, recon. engine, Nordec I.F.S.; offers?—Flynn, 4, York Grove, Peckham, S.E.15. [7133

£550—Ford Prefect, brand new (June) 1953, engine barely run-in, immaculate condition.—Below.

£450—Ford Prefect 1950, black, leather upholstery, smart condition throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

1949 Ford Prefect, black/red leather, 3,000 miles, recon. engine, extremely good condition; £450.—Robbins, East Putney. Tel. 4581. [C3010

PREFECT, post-war, in good condition; £350, can be viewed on written application to—Purchasing Officer, L.T.E., 280, Marylebone Rd., NN.W.1. [7097

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-8.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

1952 (Aug.) Ford Prefect sal., fawn, red leather, 5,000 miles, as new, taxed; £525.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3558. [C4029

£415.—1949-50 Prefect, immaculate condition, choice of 2.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-8-9. [C2024

£495.—Prefect, June, 1951, leather, taxed Dec., immaculate and perf. mech. con., 10,000 miles.—Ridgesford, "George & Dragon," Eaton Socon, St. Neots, Hunts. [7303

1949 (August) Ford Prefect saloon, new-look, excellent condition, £395; also 1939 Prefect saloon, £225; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

365gns.—Ford Prefect (December, 1947) saloon, black, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Ham. 6041. [C4018

1949 (August) Ford Prefect saloon (new look) excellent condition, £395; 1946 Prefect saloon £295; also 1939 Prefect saloon £225; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

ARCHIE SIMONS & Co., Ltd.—1951 Ford Prefect, colour beige, leather upholstery, nominal mileage, one careful owner since new, in immaculate condition throughout; £495.—94, Gt. Portland St., W.1. Lan. 1543. [C4013

PRIDE & CLARKE, Ltd.—1952 Ford Prefect saloons, black/beige (10,000 miles) or beige/brown interior (6,000 miles), one owner; choice of 2 from £529; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

W. J. REYNOLDS (MOTORS), Ltd., Main Ford dealers, have among our stock of used cars of various makes a Prefect chassis with front doors and a bench type seat, 1946, so far unregistered, l.h.d., only 185 kilometres and therefore almost as new, ideal for special builder or for conversion to utility or other special body; covered by our usual guarantee; £250.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [C3065

Ford Ten Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3434. [0174/R

WANTED, privately owned Prefect, low mileage.—7, Shirehall Close, N.W.4. Hendon 1603. [7270

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WHY accept less your Ford Prefect (1946-48 preferred) when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

FORD CONSUL

W.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1952 Ford Consul saloon, black, leather, heater, radio, loose covers, 15,000 miles first-class condition; £695.

THIS car is available for demonstration anywhere any time; hire purchase terms can be arranged.—W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

1953 Ford Consul saloon, heater, 100 miles; £775.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

B. J. HUNTER, Ltd., offer:—

1953 Ford Consul saloon, low mileage, indistinguishable from new; £775.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

FORD Consul, registered 1953, 1,800 miles, black, brown interior, one owner; £725.—Haskins, Lordbroke 1155. [C3027

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

BRADSTOCK MOTORS offer:—

£635.—1952 Ford Consul, green with beige upholstery, radio, heater, loose covers, spot and reversing lights, windscreen washers, one owner, in excellent condition; terms and exchanges.—Chase Rd., Epsom. Tel. Epsom 653. [7279

CHARLES RICKARDS Ltd., offer:—

1952 (May) Consul, leather upholstery, heater and radio, 9,000 miles, one owner, in new condition throughout; £725.

ALSO a good selection of genuine low-mileage cars offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

WANSTEAD MOTORS, Ltd., offer:—

1951 Consul, radio, heater, 21,000 miles, opal; £645.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

W. J. BROWN, Ltd., Used Ford Specialists.

1953 (March) Ford Consul saloon, Dorchester grey, red leather, heater, one owner, 2,900 miles; £795.

W. J. BROWN, Ltd. Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 (November) Ford Consul, heater, small mileage, excellent condition; £675.—Dobsons, Ltd., Staines. Tel. 801. [C1074

1952 model (Nov., '51) Ford Consul, black, red leather, radio and heater, immaculate; £695.—Bells Service Garages, 144, London Rd., Kingston-on Thames. Kingston 1185. [C1016

ROSE & YOUNG Ltd., offer 1951 Ford Consul, fitted radio, heater and leather; £575.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station) Tulse Hill 6464. [C3057

1951 (June) Consul saloon, leather, radio, heater, many extras, one owner, 14,000 miles, indistinguishable from new; £650; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3054

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

PRIVATELY owned Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

FORD ZEPHYR

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 (June) Ford Zephyr Six saloon, green leather, heater, radio and loose covers, immaculate car; £755.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

H. BEART & Co., Ltd.

1953 (March) Ford Zephyr de luxe saloon, fitted leather, heater and radio, one owner, genuine mileage 6,000 and like brand new throughout; £845.—102, London Rd., Kingston-on-Thames. Tel. 5548. [C1081

B. J. HUNTER, Ltd., offer:—

1952 Ford Zephyr saloon, one careful owner, innumerable extras; £825.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GUY SALMON AUTOMOBILES, offer:—

1951 Ford Zephyr saloon, innumerable extras, including winking and normal trafficators, push-button radio, heater, spotlamp, an immaculate car, chauffeur maintained; £735.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1953 (July) Ford Zephyr saloon, 150 miles.—Weybridge 600. [C4023

1953 Ford Zephyr saloon, heater, 2,500 miles; £845.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

ZEPHYR 1952 (October), 9,000 miles, heater, dark green, brown leather, unmarked, one owner; £775.—Chepstow Garages, Ltd., Ledbury Rd., Bayswater 2949.

1951 Ford Zephyr saloon, leather, radio, heater, 15,000 miles, indistinguishable from new; £695; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3034

645gns.—Ford Zephyr 1951 saloon, duo-green, leather, radio, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

Ford Zephyr Cars Wanted

FULL value paid for Zephyr or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

PRIVATELY owned Zephyr.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

FORD (V.8)

GUY SALMON AUTOMOBILES, offer:—

1949 Ford Pilot, grey, really excellent car; £455.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

£465!!!—1949 Ford Pilot saloon, woodland green with fawn interior, heater, radio, passlights and other de luxe features, moderate total mileage.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

FORD (V.8)

FORD Pilot 1948-49, one owner, superbly maintained, almost unmarked; £450.—Bartlett, 27a, Pembridge Villas, W.11. [C1013

1951 Ford Pilot saloon, leather, heater, taxed, excellent condition throughout; £545.—Elborne Bros., Ltd., Lady Margaret Rd., Southall. Southall 1891/4006. [7290

91A in first-class condition throughout, pastel green and chrome, radio, heater and loose covers, maintained by Ford agents; £245.—14, Chaseville Pk. Rd., N.21 [6445

£235!!!—Ford V.8 4-door saloon, in magnificent and spotless condition throughout; no one looking at this vehicle could possibly believe it's 15 years old; absolute gift at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBE, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1949 Ford Pilot, green, fawn leather, fitted radio and heater, whole car specially reconditioned for prolonged Continental tour, not now required, engine in beautiful condition, uses no oil, reconditioned gear box; £495.—Connaught Engineering, Portsmouth Rd., Send, Surrey. Tel. Ripley 3122. [7010

Ford V.8 Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320 Euston Rd., N.W.1. Euston 1212. [0175/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

UTILITY—FORD OR OTHER BODIES

£215 bargain! 1941 Ford V.8 22hp utility, excellent condition, any trial.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1952 (May) Fordson 10 estate car, beige, 4,000 miles, one owner; £565.—Gee Cars, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363. [7328

£180.—Ford utility WOA2 V.8 30hp 1941, rewired, reconditioned engine 1951; bargain for farmer/smallholder.—Collett, Ravensbourne 5514. [7133

AMERICAN FORD

ON all matters of sales spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

Ford Miscellaneous Cars Wanted

RSROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0825/R

FORD in good condition for cash.—Tel. Valentine 4674, before 10 a.m. [W2018

WANTED, Ford 8/10, after 1936, saloon or tourer, no objection to repairs.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1654. [W2011

FORD 8/10 urgently wanted, 1938-40 model; good price for good car.—Harrow 1436. [W1064

H. F. EDWARDS urgently require good Ford for immediate cash; distance no object.—Details, please, to 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [W2059

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0228

ALLAN TAYLOR (MOTORS), Ltd.,

AHIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [0093/R

WE have one of the biggest stocks of Ford spares in the country from model A, V.8 W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned EB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). And 66, High St., East Ham, E.6. Grangewood 1130. [83062/R

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C5041/R

£375!!!—Frazer Nash-B.M.W. de luxe saloon, magnificent bodywork, tremendous chassis, 2-litre model, owned by enthusiast, and no one looking at this vehicle would possibly believe it to be 14 years old; 3 months' guarantee; hire purchase, exchanges.

LAMBE, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

195gns.—Frazer Nash-B.M.W. 1936 2-litre four-some drop head coupe, leather, very good condition; choice of 4 F.N. B.M.W.s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

FRAZER NASH-B.M.W.

1938 model 319/2 tourer, one owner, £225 works overhaul recently, excellent condition throughout; best offer over £250, consider exchange.—Box 8995, Hoylake 3573. [7126

Frazer Nash-B.M.W. Cars Wanted

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

BROOKLANDS, Sole Concessionaires Healey; new 4-seater saloon, coupe and convertible 3-seater from stock.

1952 Healey Tickford saloon, 9,600 miles, heater.

1951 Healey Tickford saloon, one owner, radio.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

BARTLETT.—Healey 100 mph standard sports 4-seater, 26 mpg, superb condition; £625.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1013

DAVIES MOTORS, Ltd.—Used and new Healey drop head coupe models for immediate delivery from stock.—237, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. [C1080

1951 Healey Tickford saloon, 20,000 miles, polychromatic blue, sun roof, heater, radio, screen washers, works maintained, the most perfect in England; £970.—Schofield, Trescoe, Hampton-in-Arden, Warwickshire. [7208

Healey Cars Wanted

SILVERSTONE wanted for cash.—Valentine 2098 or 4674. [W2018

BARTLETT.—Healey Abbott coupe urgently required.—27a, Pembridge Villas, W.11. [W1013

RICHARDS & CARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 6841 [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2, urgently require Healey Cars, all models. [W1001

HILLMAN 10

CAR MART, Ltd.

1952 Hillman Minx Phase V saloon, 5,000 miles; £715.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

J. DAVY OF KENSINGTON.

400 miles only.—Minx coupe, 1953; £725; exchanges welcomed.—180-4, Kensington High St., Wes. 9641; and 215, Brompton Rd., S.W.3. Ken. 1108. [C1069

B. J. HUNTER, Ltd., offer:—

1950 Hillman Minx saloon, special export model; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

OVERSEAS CARS, Ltd., offer:—

1952 Hillman Minx saloon, claret, heater and seat covers, one owner, mileage 9,701, perfect throughout; £695.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C5031

CHARLES FOLLETT, Ltd., offer:—

1952 Hillman Minx saloon, beige, red leather, one owner, 5,400 miles only, as new, 3 months' guarantee; £695.

1951 Hillman Minx saloon, black, beige interior, one owner, regularly serviced and carefully driven; offered at keenly competitive price, £565.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

WARWICK WRIGHT, Ltd., offer:—

1951/53 Hillman Minx saloons and convertible coupes, many fitted heater radio, all low mileage; from £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

KNIGHTSBRIDGE MOTORS, Ltd.

1951 (March) Minx saloon, black, H.M.V. radio, small mileage, one owner, in new condition; £575.

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086 [C2065

ANDOVER MOTOR Co., Ltd., offer:—

1951 Minx, in duck-egg blue; a very nice car at £595.—Andover, Hants. Tel. 3405. [C1005

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1947 (April) Hillman estate car, moorland grey, standard production model, just overhauled and recellulosed, taxed, exceptional value; £365; cars purchased.

PHŒNIX MOTOR Company (SURREY), Limited, Sutton, Surrey. Vigilant 1121. [C3044

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

ROOTES Group Dealers.

HILLMAN Minx drop head coupe, August '51, as new; £635.

1950 specimen Hillman Minx saloon, one owner, 20,000 miles genuine, £560; p/e and h.p. facilities.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1947 Hillman Minx saloon, guaranteed; £375; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C5029

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

£395.—Hillman Minx saloon, 1947, black, smart bodywork and interior condition.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1947 Hillman Minx saloon, one owner, £395, 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

MINX 1947, 5-way d.h. coupe, engine done 10,000 miles, spotless throughout; £445.—Below.

MINX 1951 (June) saloon, green, brown leather, heater, loose covers, and extra instruments; £595.—Chepstow Garages, Ltd., Ledbury Rd., Bayswater 2949. [C1042

1952 model Hillman Minx saloon, heater, one owner, exceptional condition; £595.—Egham Motor Co., Egham. [7326

1951 Hillman Minx Phase V saloon, black, one owner; 10,000 miles, fitted heater, in exceptional condition; £615.
R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401-2. [C4056

1953 Hillman Minx saloon, new, works mileage only, radio, heater; list price; terms or part exchange arranged.—Sloane 5371. [6805

£725 (offer entertained).—Hillman Minx (July) 1953, Phase VI, Golden Sand, mileage 500, taxed year, overriders.—Worthing 6125. [7139

1952 (September) Minx, Mark V, blue, 9,500, radio, heater, rim bellishers, many other extras, excellent condition; £710.—Elmbridge 1273. [7312

1948 Phase II Minx saloon, black, excellent condition; £450.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£395!!! 1947 Hillman Minx saloon, in spotless condition throughout, also choice 2 others, 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 Hillman Phase VI estate car, 1,400 miles; £795.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

1948 Hillman Minx 10hp de luxe saloon, immaculate condition, £465; 3 months' written guarantee.—Brown's Garage, Loughton (Essex), 4119. (Tube.) [C1034

1952 (September, 1951) phase V Hillman Minx saloon, black, heater, 11,000 miles; £650.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

£325 Hillman 10 1939 drop head coupe, in really exceptional condition throughout, all cellulose, chrome and hood as new, good tyres, taxed year; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, H.P. [C1017

1936-7 Hillman 10 4-door de luxe saloon, bargain, choice of two; £169.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100yds Clapham South Tube.) Batt. 1107-8-9. [C2024

£295.—1940 Hillman Minx saloon, black with beige leather upholstery, equal to post-war car.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

1953, 6 weeks old, Minx, taxed, extras, nominal mileage, £699; terms, exchange; maker's guarantee.—Rudds, 65, Victoria Rd., Central Station, Worthing 4635. Evenings: Hove 55905. [7241

1948 Hillman Minx drop head coupe, grey, beautifully maintained, reconditioned unit just fitted; £485.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [W1065

£250!!!—1942 Hillman Minx 10hp saloon, one owner; genuine bargain; exchanges; 20 others.—Travnor Motors, Ltd., 135, High St. South, East Ham, E.6. Tel. Grangewood 5834. [C4052

1950 (January) Hillman Minx convertible coupe, metallichrome grey, red leather, genuine mileage 27,000, superb condition throughout; £465.—Logan, 7, Marlborough Gardens, Carlisle. Tel. 257771. [7149

645 gns.—Hillman Minx (October, 1951) Phase V drop head coupe, black, one owner, small mileage, spare unused, almost new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1949 (July) Hillman Minx Phase III saloon, grey, red leather, heater, radio, etc., unusually well-kept and in outstanding condition throughout; £495, many others; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4055

HILLMAN 14

CASS'S MOTOR MART.—One owner 1939 14 Hillman saloon de luxe, written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

Hillman Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 5454. [0871/R

RS ROWLAND SMITH'S. The Car Buyers. Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

C. A. PETO Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Hillman Minx.—May. 5051. [W3043

WHY accept less for your Hillman Minx or estate car (1946-48 preferred) when you can get its full market value from
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

Hillman Cars Wanted

RROOTES, Ltd.

RDISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

RBIRMINGHAM.—Lower Temple St. (Central 8411.)

RMANCHESTER.—129, Deansgate. (Blackfriars 6677.)

RMAIDSTONE.—(Maidstone 3333.)

RCANTERBURY.—(Canterbury 3252.)

RCHESTER.—(Chatham 2231.)

RWROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [0088/R

H. F. EDWARDS urgently require good Hillman for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46581. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0227

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripple way 1285. [0438/R

HISPANO-SUIZA

HISPANO-SUIZA, very beautiful 37.2 voupe de ville; £500.—Box 8999. [7140

£375!!—Magnificent 30/120 Hispano, fitted sports saloon body by Chapron of Paris, new tyres, taxed, registered Dec., 1937.
BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

HOTCHKISS

METCALFE & MUNDY, Ltd.

1950 Hotchkiss Paris-Nice model 4-door saloon, Cotal gear box, low mileage, excellent condition; £925.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

GUY ALLREDS & Co., Ltd.—1940 Hotchkiss 10hp drop head foursome, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

H.R.G.

465 gns.—H.R.G. 1948 1½-litre sports 2-seater, British racing green, green leather, twin passlights, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

DICKS.

1939 saloon, 17hp, steering column change, excellent condition; £295.
DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

£225.—1938 Hudson 22hp 4-door black saloon, leather interior, taxed, unworn tyres; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1940 (July) 21.6 Country Club saloon, two owners, steering column gears, screen washers, Marchal fog lamp, excellent runner, far above average condition for year; £340.—Lee Green 1780. [7044

£295!!! The most magnificent Hudson 22hp drop head coupe we have ever had; immaculate condition, thousands of extras value over £100, a real enthusiast's delight; this one you cannot miss! 5 months' guarantee; hire purchase; exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

MANCHESTER.—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 4561/7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [0516/R

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service: quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568/R

HUMBER

CAR MART, Ltd.

1952 Humber Pullman limousine, heater, 16,000 miles; £1,525.

1950 Humber Pullman limousine, radio, heater, 34,000 miles; £1,050.

1952 Humber Super Snipe saloon, radio, heater, 11,000 miles; £950.

1951 Humber Super Snipe saloon, 7,000 miles; £925.

1951 52 Humber Hawk saloon, heater, 12,000 miles; £775.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

TOM GARNER, Ltd., offer:—

1953 series Humber Super Snipe Mark IV (current model), heater, radio, black with red leather; £1,195.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

TOM GARNER, Ltd., offer:—

1952 Humber Super Snipe Mark III saloon, satin bronze with red leather, heater, 12,000 miles; £1,045.

1952-3 Humber Imperial Mark III 7-passenger saloon, black, with brown leather, 350 miles only; £1,545.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020/1

SWANMORE GARAGE offer:—

1953 Humber Super Snipe (newest type), nylon loose covers, extras, accept £1,385, exchanges and terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 45344. [C4054

H. A. SAUNDERS, Ltd., offer:—

1952 Humber Super Snipe touring limousine, black with beige upholstery, heater, recorded mileage 11,500; £1,095.

1952 Humber Super Snipe saloon, black with red upholstery, heater, recorded mileage 9,560; £1,095.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

CHARLES FOLLETT, Ltd., offer:—

1949 Humber Pullman limousine, black, one owner, 22,000 miles only, fitted radio and heater, loose covers front and rear since new, exceptional condition throughout, tyres good; £665.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

WARWICK WRIGHT, Ltd., offer:—

1952/53 Humber Hawk saloons, many fitted radio, heater, all low mileage; from £895.

1953 (series) Humber Super Snipe saloon, steel grey, 6,000 miles; £1,295.

1952 Humber Hawk touring limousine, black, radio and heater, cloth rear interior, 17,000 miles; £895.

1953 Humber Super Snipe touring limousine, black, radio and heater, 1,000 miles; £1,475.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1948 Humber Hawk saloon; £515.

GARAGE SERVICE Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 8692. [C2019

GUY SALMON AUTOMOBILES offer:—

1952 Humber Super Snipe Mark IV saloon, overhead valves, radio and heater, immaculate, unique opportunity to purchase latest model at a saving of approximately £400; £1,175.

1951 Humber Super Snipe saloon, satin bronze, brown leather, radio, 12,000 miles from new, faultless condition throughout; £845.

1951 (series) Humber Super Snipe saloon, black, brown leather, 30,000 miles, heater, excellent specimen; £735.

1948 (Nov.) Humber Hawk, fitted heater, demister, Pye radio, in exceptional condition, tyres as new, maintained by fastidious owner; £575.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENDON CENTRAL GARAGES Ltd., offer:—

1949 Humber Hawk (new look type), taxed year, fitted radio, in excellent condition; £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1951 Model, registered December 1950, Humber Hawk saloon, satin bronze, red leather upholstery, moderate mileage, fitted radio, heater and loose covers, recently reculiulosed in original finish, exceptional value; £725; cars purchased.
PHOENIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

ROOTES Group Dealers.

1950 series Humber Super Snipe, metallic grey; this car is in immaculate condition throughout, one owner, nominal mileage; £675.

1950 Humber Hawk saloon, bronze, red upholstery, heater, really immaculate condition; £655; p/e and h.p. facilities.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1009

1949 Humber Super Snipe, black, unmarked, in superb condition; £625.

HALLS (FINCHLEY), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [7299

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1952 Humber Hawk, beige, red leather, one owner, £865.—Odeon Motors, Ltd., Barnet 4100. [C3028

HUMBER Hawk 51 model, nominal mileage, one owner; £650.—Valentine 4674 before 10 a.m. [C2018

1951 Humber Imperial saloon, immaculate, grey, heater; £1,075.—Bates, Appledore 825, Kent. [7065

1950 Super Snipe touring limousine, in excellent condition throughout; £695.—Wray Park Garages, Reigate 2263. [7081

1951 model Humber Hawk, in excellent condition; £695.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1950 Humber Super Snipe saloon, heater, radio, immaculate; £685.—Elborne Bros., Ltd., Lady Margaret Rd., Southall. Southall 1891/4009. [7291

MARK III Humber Hawk 1949, one careful owner, 21,000 miles, new tyres; £595.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [7274

1951 Humber touring limousine, black, moderate mileage, one owner, as new; £800.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011

1952 Humber Super Snipe saloon, 5,000 miles; £1,045.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1951 Humber Hawk Mark IV 16hp saloon, black, brown leather, heater; £675.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

WALTER SCOTT, Ltd.—1949 Humber Pullman limousine, black, 25,000 miles; £925.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

£565.—Super Snipe Mark II, 1949, extremely smart and mechanically excellent.—Richards & Carr, 35, Kinnerton St. Wilton Place, London, S.W.1. Sloane 5424. [C3045

1949 Humber Super Snipe saloon, gunmetal with grey leather, 23,000 miles, loose covers, a really genuine example; £625.—E. D. Abbott, Ltd., Farnham, Surrey. [7033

17000 miles.—1949 Humber Super Snipe, black with brown leather upholstery, one owner, kept in new condition.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1026

HUMBER Hawk, 1951, only 15,000 miles, finished in attractive tone of green, immaculate inside and out; £730.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Uplands 4812. [C1041

JACK ROSE, Ltd., offer: 1952 (August) Humber Super Snipe saloon, in black, 10,000 miles, one owner; cost £1,650, accept £975.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1952 Humber Pullman Estate Car, finished in natural wood and satin bronze, 4,000 miles only, the largest and most luxurious utility.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

ARCHIE SIMONS & Co., Ltd.—1947 Humber Super Snipe, colour black, fitted attractive loose covers and factory reconditioned engine, one owner only, fine example of a fine car; £475.—94, Gt. Portland St., W.1. Lan. 1343. [C4018

1952 (June) Humber Super Snipe saloon, black/red, heater, loose covers, mileage 16,000, magnificent condition; £995; exchanges and deferred terms.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. 4630/4632. [7027

HEARSE Phase III (unregistered) 3-door, 6-Bearer deluxe Coachwork, lavish equipment, exclusive design (ready service) competitive price, (brochure despatched). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1

1953 (latest type) Humber Super Snipe saloon, steel grey with red leather, 1,800 miles, just checked over by Humber expert mechanics, as brand new, unblemished; £1,325.—Philip H. Johnson, Ltd., Opposite G.P.O., King's Lynn. Tel. 2424. [7275

CAMDEN MOTORS for Humbers.—1939 Pullman limousine, in black with fawn interior, winding division, face-forward occasionals, special Rimbellishers, etc., a good example of this series, taxed privately and well maintained mechanically; £395.

CAMDEN MOTORS for Humbers.—May, 1951 Pullman limousine, Phase III model with late-type suspension, Rimbellishers, twin heaters and built-in radio, one titled owner, chauffeur driven and serviced by distributors since new, the whole car being in practically faultless condition throughout; £1,195.

CAMDEN MOTORS for Humbers.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

12700 miles only.—1951 (July) Humber Super Snipe saloon, black with fawn leather upholstery, loose covers, heater, an absolutely immaculate one-owner car, quite unmarked, written guarantee; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

NOV., 1950, Humber Hawk 2,267cc 4-light sliding roof saloon, finished black with brown upholstery, all cellulose and interior is unmarked throughout, fitted with 6 40×15 tyres, this car is in magnificent condition, fitted with many extras, including heater, spotlight, Ace rimbellishers, extra mirrors.

TERMS and part exchange arranged; £715.

PAUL STREET GARAGE, Ltd., 20, Paul St., London, E.C.2. Bishopsgate 6781-2-3-4. (Nr. Liverpool St. Stn. or Moorgate Underground.) [7329

1949 Humber 27hp Pullman chassis, fitted with superb estate car body, this completed vehicle is absolutely brand new, first registration July, 1953, finished beige with natural ash and mahogany body.—For full particulars apply to Rosleigh, Ltd., Park Place, Kirkcaldy, Fife, when a full description of this superb estate car will be given; (photographs supplied on request.) Tel. Kircaldy 3703-4. [7025

HUMBER

HUMBER Imperial saloon, black, 1939, radio and heater, loose covers, chauffeur maintained, mechanically 100%, indistinguishable from new car; £375.—Campbell Symonds, Wembley 6262. [C1057

LIMOUSINE, 1947, Pullman, partition, forward occasionals, black, mileage 28,000, original private owner, £785.

LIMOUSINE, 1949 (new look) Pullman, black, partition, leather throughout, bargain, selection from —£895.

LIMOUSINE, 1950/51, partition, forward occasionals, leather throughout, radio, heater, small mileage, low cost. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Humber Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0872/R

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3333.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3252.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B

J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Humber Super Snipe.

B

J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HUMBER in good condition for cash.—Tel. Valentine 4674 before 10 a.m. [W2018

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

FULL value paid for Humber or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

1949-51 Humber Pullman limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0350/R

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0066/R

H. F. EDWARDS urgently require good Humber for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

7-PASSENGER 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. [0780/R

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

INVICTA

BARTLETT.—Invicta Classic, 100 m.p.h., low chassis, 2/4-seater, rebuilt at cost of over £500; price £475.—27a, Pembridge Villas, W.11. [C1013

1946 Invicta, 50,000 miles, refitted ordinary gear box, unique opportunity to acquire luxury motoring; £645.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

JAGUAR

CAR MART, Ltd.

1950 Jaguar 3½-litre Mark V saloon, radio, heater, 25,000 miles; £825.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

SLOCOMBES, Ltd

XK120 choice of 2, both 1951, low mileage, £1,025 standard model; £1,125 with many extras; H.P. and part exchanges welcomed; existing H.P. accounts settled.

WE close at 7.30 p.m. (Saturdays 6 p.m.). Write, call or telephone.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

ELITE MOTORS offe :—

1949 (June) Jaguar Mark V 3½-litre sal., grey/red, radio, heater, spot lamps, speedo reading 18,000 miles, believed genuine, immaculate and in faultless cond. throughout; £795

1947 Jaguar 1½-litre sal., black/brown, exceptional cond., two owners since new; £535.

1947 Jaguar 3½-litre sal., green, a really well maintained vehicle, special equipment series, fitted with master radio; £525.

1936 Jaguar 2½-litre sal., black/brown, excellent example; new tyres, battery, Windtones, recently reconditioned; £245.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

JAGUAR

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027/R

BRADSTOCK MOTORS offer:—

1951 XK120 Jaguar, black with beige leather, all modifications, high lift cams, dual exhaust system, latest clutch, in excellent condition; £995; terms and exchanges.—Chase Rd., Epsom. Tel. Epsom 633. [7260

CHARLES FOLLETT, Ltd., offer:—

1952 Jaguar Mark VII sal., black, red leather, one owner, radio, screenwash, loose covers, exceptional condition throughout; £1,525.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

GUY SALMON AUTOMOBILES offer:—

1952 (Dec., '51) Jaguar Mark VII saloon, very dark green/green leather, special chromium-plated Ace perforated discs, 18,000 miles, one owner, expertly maintained; £1,450.

1949 Jaguar 3½-litre Mark V saloon, 52,000 miles, condition very good for mileage; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C3001

H. A. SAUNDERS, Ltd., of Worcester.

1950 Jaguar Mk. V saloon, black with brown leather; £865.

AUSTIN House, Worcester. Tel. 2368. [C4005

PARADE MOTORS (MITCHAM), Ltd., offer:—

JAGUAR 100 1938 2½-litre, black and red, engine just reconditioned, yet to be run in; £465.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

1953 Mark VII, black, 10,000 miles, radio; £1,590.—Below.

1951 XK120, black, perfect condition, not raced; £1,035.—Mansfield Autos, Ltd. Euston 2587. [C3001

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2, offer:—

1952 Jaguar Mark VII saloon, black, brown leather, heater, radio, speedo reading 9,000 miles, immaculate order; £1,595. [C1001

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1953 Mark VII Jaguar saloon, works mileage only; £1,795.—Below.

1952 Mark VII Jaguar saloon, 9,000 miles, radio, heater, fully equipped, indistinguishable from new; £1,475.

CAR EXCHANGE (CARDIFF), Ltd. Tel. Cardiff 31511. [7232

1953 (April) Jaguar Mark VII saloon, 5,000 miles, black, taxed year; £1,745.—Below.

1953 (July) Jaguar Mark VII saloon, 150 miles only, black, red leather, taxed year; £1,825.

RIPCO, Ltd. (Jaguars purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

CAMDEN MOTORS for Jaguars.—See selection on full page advert. on page 35 of this issue.

CAMDEN MOTORS, The Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

1953 (July) Jaguar XK120, under 800 miles, grey, blue upholstery, list price.—Box 0005. [7156

1947 2½-litre Jaguar; nearest £550.—Clark, Loddon Court Farm, Spencers Wood, Reading. [7174

1949 3½-litre saloon, grey, radio, heater, snip; £525.—Campbell Symonds, Wembley 6262. [C1057

JAGUAR 1949 3½-litre, only 10,000 miles since new, black, red leather; £775.—Higgins, High St., Ware. Tel. 214. [7134

BEARTS OF KINGSTON, Jaguar specialists, sales, spares repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0061/R

2½ Jaguar 100, originally works car, metallic blue, superb motor car; £365.—Tel. Sevenoaks 3797 evenings. [7311

1946 (July) Jaguar 2½-litre saloon, black, brown leather, heater, a very sound, clean specimen; £465.

W. J. BROWN, Ltd. established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1938 2½-litre Jaguar 100, excellent condition.—Rothwell & Milbourne, Central Garage, Malvern. Tel. 300. [7008

XK120 1951, in nice order, first £985 secures.—Wadham Garages, Ltd., Weston-super-Mare. Tel. 269. [7217

1952 Jaguar Mark VII, 7,000 miles, absolutely immaculate; £1,645.—Taylor and Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

1938 Jaguar 3½ saloon de luxe, immaculate, radio, heater; £275, exchanges.—Auto Engineering, Willsons Rd., Ramsgate. Thanet 52696. [7051

£795!!!—Magnificent Jaguar Mark V de luxe saloon, 1950 model but literally looks and runs like brand new, choice of two.—Below.

£535!!!—1948 Jaguar 3½-litre de luxe saloon, spotless condition, magnificent value for the money, choice of three.—Below.

£495!!!—1946 Jaguar 1½ saloon de luxe, in excellent condition, carefully used by late owner.—Below.

£265!!!—Immaculate and spotless 2½-litre Jaguar de luxe saloon, far above average condition, 3 months' guarantee; hire purchase, exchanges.—LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1952 (July) Jaguar Mark VII saloon, mileage 12,000 only, one owner, colour grey with red upholstery, taxed, immaculate condition; £1,595.

XK120 1951 (delivered December, 1950), colour grey, taxed, spare unused, guaranteed mileage 6,700, one owner only; £1,095.—R. S. Mead (Sales), Ltd., 40, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

495gns.—Jaguar, September 1947 3½-litre saloon, black, sliding head, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

195gns.—Jaguar, November 1937 2½-litre saloon, black, sliding head, leather, very good condition, taxed; choice of 5 Jaguars; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1950 Mark V saloon, finished in gunmetal grey with red leather, radio, heater, etc., a one owner car; £845.—Robbins, East Putney. Tel. 4581. [C3010

1948 3½-litre Jaguar, grey, red upholstery, Ace discs, 29,000 miles, in superb condition; £595.—Four Went Ways Garage, Abington, Cambs. Sawston 117. [6937

1951 Jaguar XK120, fitted all modifications and numerous extras, excellent condition; £1,150 o.n.o.—Leslie Wood, Humming Bird Garage, St. Albans 2050. [C2012

1948 3½-litre Jaguar, grey, red leather, 24,000 miles; £595.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

JAGUAR 2½-litre Mark V (October, 1949), 30,000 miles only, one owner, immaculate condition, black with tan upholstery, radio, heater, etc.—Tel. Taunton 2902. [7179

JAGUAR 1940 1½-litre d/h coupe, re-sprayed mist green; carb. diff. and ½ shaft, brake drums, linings and shoes all renewed in last 3 mths.; excellent condition; £375.—Box 0044. [7310

1953 Jaguar Mark VII, pastel blue, blue interior, under 9,000 miles, H.M.V. radio; best offer over list price.—Malcolm Motors, Ltd., Broadway, Leigh-on-Sea. Leigh-on-Sea 78208. [6834

1951 Jaguar Mark VII saloon, black, 6,000 miles only, immaculate condition throughout; £1,525.—Broadway Motor Co., 48-50, Hartfield Rd., Wimbledon, S.W.19. Liberty 2494. [7295

NAYLOR & ROOT.—1951 Jaguar Mark VII saloon, black, red hide, l.h. drive, superb condition throughout; £1,225, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

XK120 1951, absolutely immaculate, low mileage condition, unraced, taxed; £1,099 o.n.o.; terms, exchange, guarantee.—Rudds, Central Station Approach, Worthing 4635. Evening Hove 35905. [7242

ROSE & YOUNG, Ltd., offer 1951 XK120, 8,000 miles, spare unused, one owner, metallic silver; £1,085.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1939 Jaguar 2½-litre saloon, grey metallic, numerous extras, wireless, twin chrome Melotones, Lucas pass lamps, chrome wheel discs, engine overhauled; £285.—Fred Tompkins Motors, Ltd., Ethel St., Northampton. Tel. 2189. [6995A

MARK VII, 1952, heater, loose covers, screen washers, etc., 10,000 miles, immaculate condition, been maintained by Jaguar agent, guaranteed mechanically perfect, one owner; £1,595 or near offer.—Apply S. T. Belton, Esq., Tower Rd., Boston, Lincs. Tels. 2590 and 2690 [6791

XK120 a very potent example, 1951 model (December, 1950), white—pigskin and red upholstery, £200 of special modifications including twin exhausts, high-lift camshafts, lightened flywheel, special clutch, 8:1 pistons, racing covers; best offer over £950.—Freed, Mayfair 7111 or Western 0544. [7021

1937 Jaguar 2½-litre sports saloon, nice appearance, excellent performance, good tyres and battery; £175 or £75 deposit, balance over 12 months; exchanges insurance. 50 cars always in stock, cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [7286

1953 Jaguar Mark VII saloon, absolutely specimen car, finished dark green with brown hide upholstery, built-in radio, heater, super quality loose covers, all-over rubber overmat, fog lamp, screen washers, maintained regardless of expense by one fastidious private owner, 8,200 miles only, must be seen to be appreciated, written guarantee; £1,645; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

JAGUAR

1951 (late) Mk. V Jaguar 3½-litre saloon; this car is one of the last Mk. V to be built and incorporates all the later modifications; privately owned since new it has been carefully serviced by experts and is in immaculate condition; finished in black with red leather upholstery; fitted radio, heater, loose covers, etc., 15,000 miles; probably one of the best Mk. V available, nearest £1,000.—Tel. Colindale 7576, or call 3, Blackbird Hill, N.W.9. [7516

Jaguar Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 3434. [0875/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Jaguar car, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002/R

JAGUAR wanted in good condition for cash.—Valentine 4674 before 10 a.m. [W2018

OFFER your Jaguar to Rudds, 65, Victoria Rd., Central Station, Worthing 4635. [6422

PRIVATELY owned Jaguar XK120.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

XK120 wanted in good condition for cash.—Valentine 4674 before 10 a.m. [W2018

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. [0180/R

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

BARTLETT,—Jaguar XK120 urgently required.—27a, Pembridge Villas, W.11. [W1015

URGENTLY wanted, Jaguar 1949-50 Mark V saloon, low mileage; no dealers.—Herbert Robinson, Ltd., Cambridge. Tel 4461. [W3054

1946/49 1½-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057

XK120 wanted, immediate cash waiting, ivory preferred.—135, High St. South, East Ham, E.6. Grangewood 5834. [W4032

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Jaguar cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0434/R

H. F. EDWARDS urgently require good Jaguar for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Jaguar Spares and Service

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477).

SPARES and replacement engines for all models from 1936.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs [0565/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13. Palmers Green 3631-2-3. [R4002/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22594. [0450/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0528/R

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0391/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5 [0719/R

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. [0820/R

1952 (first reg.) Jeeps, all types; spares.—Davies & Groves, 1-3, Dorset Close, N.W.1. Pad. 8345. [0619

£120 buys a special bargain.—See Metamet famous for 12 conversions.—96B, Belsize Lane, N.W.3. Hampstead 8251. [0527/R

UNREGISTERED Jeep, fitted new utility body, special offer; £245.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps, detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 5015/0621. [0241/R

JEEP

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale; also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (See Jeep Spares below). [C3099

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked, exchange plan engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—531-533, High Rd., Chiswick, London, W.4. Chiswick 1919. [0035/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4752, 4758. [R5066

JENSEN

BROOKLANDS: Individuality, new and used cars.

NEW Jensen Interceptor saloon available.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 6351-6. [C1021

JOWETT

W

M

WELBECK MOTORS, Ltd., Jowett enthusiasts, specialists and largest stockists in the country.

WE offer the finest used Jowetts in the country. Every Jowett we sell is covered by our unique no-condition, no-reservation, 3-month guarantee, under which any defect is made good free of all charge.

WE sold so many Jowetts last week that our stock position is (for us) low, but can still offer:—

1953 Jowett Javelin saloon de luxe, in gold with red leather, very latest type, under 5,000 miles, supplied new last May, costing nearly £1,000 with extras (including windscreen washers, special fog lamp, and Bray water heater); this car is of course as brand new and at our price of £875 represents a saving of £125

1953 as above, silver with red leather, 3,000 miles, again of course as new; £865.

1952 Javelin de luxe, red with beige leather, loose covers, works maintained, only 13,000 miles, probably the best 1952 Javelin in the country; £720.

1950 Javelin de luxe, black with brown leather, radio; property of director of famous London store, one of three cars, maintained regardless of cost; £645.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). If you are thinking of buying a Jowett Jave'in or Jupiter—new or second-hand—first consult Welbeck Motors. We will gladly demonstrate one of these cars anywhere in England without the slightest obligation; until you drive a Jowett you'll never realise what you are missing in motoring, up to 6 passengers in comfort, 80mph, 30mpg, and the handling qualities of a £5,000 thoroughbred. [C4049

C of P

CLARKE'S OF PIRBRIGHT.

THE Jowett centre of the south.

DISTRIBUTORS.

NEW and used Javelins.

DELIVERY from stock:—

1952 Javelin de luxe saloon; £725.

1951 Javelin de luxe saloon; £675.

1949 Javelin de luxe saloon; £550.

ALL used Javelins are reconditioned.

DAY and night service in Guildford, Woking and Aldershot area.

SALES staff available at all times.

PIRBRIGHT, Surrey.

BROOKWOOD 2201-2. [C1049

CAR MART, Ltd.

1951-52 Jowett Javelin de luxe, 9,000 miles; £695.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

NEWNHAMS, Ltd.

1951 Jowett Javelin de luxe saloon, green, one owner; £675.

NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

B. J. HUNTER, Ltd., offer:—

1953 Jowett Jupiter coupe, unregistered, works mileage, shop soiled; bargain, £895.

1952 Jowett Jupiter sports coupe, fitted 1953 engine, carefully maintained, genuine 90 m.p.h.; £775.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1952 saloon, 10,000 miles; £685.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2, offer:—

1949 Jowett Javelin saloon, black, beige leather, radio, heater, good order; £555. [C1004

F. FAIRMAN & SONS, Ltd., East Surrey Distributors. Complete Spares Stock.—Horley, Surrey. Tel. Horley 17. [0961/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

1951 Javelin de luxe saloon, one owner, supplied and serviced by distributors; £725. G. W. WILKIN, Ltd., 1, Weston Park, Kingston, Kin. 2241. [C4053

JOWETT and Javelin agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

1953 (Apr.) Javelin de luxe, gunmetal, red leather, 2,000 miles; £825 o.n.o.—W. Benson, Gedney Hill, Nr. Spalding. [6908

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.
GODFREYS, Ltd., 228-234, London Rd., Croydon. Cro. 3641-2. [0463/R

1949 Javelin de luxe saloon, one owner, reconditioned engine; £525.—Southern Counties Garages, Ltd., Crawley, Sussex. Tel. 366. [7247

1952 Jowett Jupiter special sports; £750.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2812. [C4019

£645!!! Late 1951 Jowett Jupiter 2-seater, one fastidious owner only, expertly maintained and serviced throughout by local distributors.

£595!!! 1950 Jowett Javelin saloon, Comet blue, full de-luxe series, leather upholstery, heater, etc., outstanding order.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1949 model Jowett Javelin saloon, black, beige leather, heater, H.M.V. radio, spot light, beautifully maintained; £485.
W. J. BROWN, Ltd., established over 30 years.
339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

£510—1948 (Nov.) Javelin de luxe saloon, black, beige leather, 1952 engine.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777.) [6557

1952 Jowett Javelin de luxe saloon; H.M.V. radio and heater, leather upholstery; one owner; low mileage; excellent condition throughout; £695.
DEFERRED terms arranged.—Moss & Lawson, Ltd., 1076/1086, London Rd., Thornton Heath, Surrey; Pollards 1122. [7320

1950 model Jowett Javelin saloon de luxe fitted with heater; an exceptional car in faultless condition throughout; looks and performs like a new car; £595.
DEFERRED terms arranged.—Moss & Lawson, Ltd., 1076/1086, London Rd., Thornton Heath, Surrey; Pollards 1122. [7319

£525.—Javelin, 1949, one owner, 28,000 miles, really immaculate, good tyres, leather upholstery.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302/R

595 gns.—Jowett Javelin, 1952 model, saloon, black, red upholstery, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 (delivered Dec., 1952) Jowett Javelin saloon, latest type, gunmetal grey, red leather, several extras, unmarked condition; £765, many others; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

Jowett Cars Wanted

CM
THE CAR MART, Ltd., wish to purchase Jowett cars.—520, Euston Rd., N.W.1. Euston 1212. [0874/R

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WMWELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1991, largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049

JAVELIN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

FULL value paid for Jowett or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

Jowett Spares and Service

MILESTONE (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2629. 306, Erith Rd., Bexleyheath. [0571/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

KINGSTON-ON-THAMES.—Distributors for Jowett, all facilities available.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston, Kin. 2241-2. [8405S/R

BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6235-6. [0075/R

MOTORING to London? Bring your Jowett to the West End service centre for "Energol B.P. Lubrication," repairs, spares.—Wimbush's (Estd. 1760), Headfort Place, Hyde Park Corner, S.W.1. Sloane 0151. [0167/R

Jowett Spares and Service

AV. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 26 years' Jowett experience; spares and service. [0759/R

KAISER

1952 model Kaiser Henry J, 9,000 miles, overdrive, 26 mpg, covers, spotless condition; £975.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C5006

LAGONDA

L. F. WARD, Ltd.

1936 3½-litre Lagonda Rapide pillarless saloon, black with brown upholstery, car as new, must be seen to be believed.
L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

GUY SALMON AUTOMOBILES offer:—

1953 (June) Lagonda 2.6-litre Tickford drop head coupe, Vintage engine, H.M.V. radio, rev counter, Ace rimbellishers, screen washers, 1,250 miles; list price £5,021.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

BROOKLANDS: Lagonda distributors, latest models.

1952 Lagonda 2.6-litre coupe, 8,000 miles.

1952 Lagonda 2.6-litre saloon, 15,000 miles.

1951 Lagonda 2.6-litre coupe, immaculate.

1950 Lagonda 2.6-litre saloon, small mileage.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

A GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.),

1938 V.12 4/5-seater drop head coupe, Sanction II engine, 51,000 miles total only.

1940 V.12 2/3-seater Rapide drop head coupe, Sanction II, 4,000 miles since overhaul.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. [C1060

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C3041/R

LAGONDA 2-litre (12.9hp) low chassis open sports 4-seater, registered May, 1934; price £150.—Peter Weaver, Six Hills, near Melton Mowbray. Tel Melton 535. [7194

1938 Lagonda V.12 short chassis saloon, recent complete works overhaul, all latest modifications; £795.—Taylor and Crawley, 48, Kennington Court, W.8. Western 6015. [C4056

1940 Lagonda 4¼-litre sports saloon, black, fawn hide upholstery; radio; recent works overhaul; outstanding condition every detail.—Nutt Motors, North Rd., Brighton 25050. [7309

£795!!! Lagonda V.12 short chassis saloon, 1939, finished in maroon with interior to match, late property of wealthy Lagonda enthusiast, expertly and fastidiously maintained and in practically faultless mechanical order, delivery of new car of same make sole reason for sale.

£395!!! Lagonda 4¼-litre sports saloon, late 1937, series LG45, excellent mechanical order throughout, one owner some years, coachwork and interior in very much above average condition.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

LAGONDA

1951 2.6-lts. Lagonda 4-door saloon, finished in silver grey with blue leather, fitted H.M.V. radio and heater, screenwash, etc., 19,000 miles, immaculate condition throughout; £1,655.
GEORGE NEWMAN & Co. (BRIGHTON), Ltd., 39-40, Old Steine, Brighton 28102-4. [7102

1950 (July) Lagonda 2½-litre drop head, metallic grey, new tyres and hood, 30,000 miles, immaculate showroom condition, absolute bargain, what offers? Owner going abroad.—Primrose (London) 1079. [7095

£333!!!—1935 series Lagonda 4½-litre de luxe sports saloon, one of those rare and beautiful motor cars, impeccably maintained in thoroughbred condition, open the doors, look inside, it's like brand new, drive it, it's magnificent; this is the finest specimen we have ever had; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Lagonda Cars Wanted

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialized service.
273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [S1080

LAGO-TALBOT

!! Chipstead Motors, Ltd.—See our advertisement under Sports Cars. [C1046

LANCHESTER

STRATSTONE, Ltd., Lanchester Distributors.

LANCHESTER 14hp saloon (1952), black with brown leather, loose covers, 3,000 miles only; £1,075.
STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [C4022

GUY ALFREDS & Co., Ltd.—1949 Lanchester 11, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

LANCHESTER 14 1937, completely recellulosed, excellent specimen; £225.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Uplands 4812. [C1041

LANCHESTER Roadster 14, 1937, rebuilt Lanchester's original specification, present owner 1948, maintained Lanchesters 6-monthly since, engine overhaul 1953, new tyres, among finest Roadsters existing, investigation welcomed, owner emigrating; nearest £400. Box 0009. [7226

Lanchester Cars Wanted

CASS'S MOTOR MART require carefully used Lanchester.—Euston 4110 and 3523. [W1040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LANCHESTER cars wanted in part exchange for new models; write or 'phone Ralph Clews, at the old-established Lanchester Agents, Coventry Motor Mart, Ltd., Coventry 2146. [0445

H. P. EDWARDS urgently require good Lanchester for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Preselected gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0237/R

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0642/R

LANCIA

MAIDSTONE ENGINEERING Co.,
THE Northern Lancia Specialists, offer:—
CHOICE of four Lancias, 1937-9, from £450; Standard Aprilias.
LANCIA Astura Farina sportsmans saloon, 1939 model.
CROSS St., Pendleton, Salford, 6, Manchester. Tel. Pen. 3457. [C3000

JOHN S. TRUSCOTT, Ltd., for Lancia. 4-7812

ALSO many other makes.
173, Westbourne Grove, W.11. Bayswater 4274. [C4035

1937 Lancia Aprilia blue with blue upholstery; £425.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 663. [C2061

LANCIA Dilambda saloon, Weymann, black, exceptional condition throughout; £250, to be seen by appointment.—12, Weymouth Mews, London, W.1. [7016

1937 Lancia Aprilia, engine, back axle completely overhauled, body absolutely sound, re-sprayed, new tyres, wheels; £450.—Vessey, Curbar Lane, Calver, via Sheffield. Grindleford 447. [7305

Lancia Cars Wanted

PERFORMANCE CARS urgently require Lancias.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAIDSTONE ENGINEERING Co. require Lancia cars for cash.—Cross St., Pendleton, Salford 6, Manchester. Pen. 3457. [W5000

KEVILL-DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-43, Hays Mews, Berkeley Sq., W.1. Gros. 2583 [W2054/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Lancia Cars Wanted

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange. —173, Westbourne Grove, W.11. Bay. 4274. [W4035

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520/R

LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London and Home Counties offer the following:—

1950 Lea-Francis 2½-litre sports 2-4-seater, one owner, 24,000 miles only, fitted high compression pistons and many extras, terrific performance, colour gunmetal, wind-up windows; £825.

1949 Lea-Francis 14hp streamlined sal., black, 37,000 miles, serviced and guaranteed; £825.

IMMEDIATE delivery of new Lea-Francis 14hp sal., special colour black and silver grey, heater and demister, one only; at new list price £1,261/19/2, including P. Tax.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

GUY ALFREDS & Co., Ltd., 1950 Lea-Francis 2½-litre, 2/4-seater sports tourer, 7,000 miles, as new. —6-7, Warren Street, W.1. Euston 3268. [C1005

1951 (Mar.) Lea-Francis sports 4-seater tourer by Westland, red/brown leather, one owner, 21,000 miles, many extras, as new; £835.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

LEA-FRANCIS 1951 14/70 export streamlined saloon, one owner; also 1950 14hp 4 light saloon, fitted radio, both these cars in excellent order, part exchange. —Wheelers (Newbury), Ltd., The Broadway, Newbury, Berks. Tel. 1020. [7229

695 gns.—Lea-Francis, 1949 14hp Mark V streamline sports saloon, black, fawn leather, built-in headlamps, i.f.s., H.M.V. radio, twin passlights, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

£595.—1949 Lea-Francis sports 2-4-seater, new engine (mileage only 600), an enthusiasts car with all-weather equipment; three months' written guarantee; free after-sale service; usual h.p. facilities. —Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2. (Junction of North Circular and Gt. North Road.) Three minutes Trolley E. Finchley tube. Finchley 0052-53. [C4065

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd.

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway N.W.2. Tel. Gladstone 6303 [W2040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berekley St., W.1. Mayfair 6266

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6 [0592/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9 [0747/R

LINCOLN-ZEPHYR

1936 Lincoln-Zephyr saloon, excellent condition, easy-clean wheels, modern and attractive car; £150, exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3054

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1951 Type 170S 4-door saloon, black with red/brown cloth, continental steering, heater, 4,000 miles only; £1,150.

1935 Type 290 25hp 4-5-seater cabriolet, right-hand steering, blue with grey leather; £375.

1937 Type 540K cabriolet B, right-hand steering, black with beige leather, in exceptional condition throughout; also one only type 170V 14hp 4-door saloon, left-hand steering, light metallic blue, beige leather, maroon loose covers fitted.—Victoria 8715.

1937 Mercedes-Benz 290 model, recellulosed and rechromed black with fawn real leather interior, and new black hood, full 4-5-seater coupe, all excellent tyres, taxed for the year, a fast touring car with a moderate petrol consumption of 24 mpg, fitted new chrome pass lamp; £375.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton Salford, 6 Manchester. Pen 3457 [C3000

MERCEDES-BENZ

BARTLETT.—Mercedes-Benz type 500, 100mph, cabriolet, the whole car in ruperb condition, works maintained and works' history available; £695.—27a, Pembridge Villas, W.11. [C1015

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd. Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4735

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

£575.—Post-war Mercury de luxe saloon R.H.D. (registered 1948) 6-seater, radio and heater, traffic winkers, abundance of chrome, a magnificent car; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

M.G.

PC PERFORMANCE CARS

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. T.D. 2-seater Roadster, 1952, £655; M.G. 1¼-litre sports saloon, 1949, £655.

M.G. T.C. 2-seater Roadster, 1949, £475; M.G. T.C. 2-seater Roadster, 1946, £395.

M.G. T.A. 10hp Tickford coupe, 1939, £325; M.G. T.A. 10hp 2-seater, 1939, £325.

M.G. T.A. 10hp 2-seater, 1939, £295; M.G. P.B. 9hp Airline coupe, 1936, £255.

M.G. P.A. 8hp 2-seater, 1935, £225; M.G. J2 8hp 2-seaters, choice of 3, from £145.

M.G. 1½-litre V.A. drop head foursome, 1939, £345; M.G. 2-litre 18hp tourer, 1936, £195.

M.G. 2-litre 18hp sports saloon, 1938, £245; M.G. J1 8hp 4-seater, 1933, £75.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex (Ealing 8841), or 107, New Cavendish St. Great Portland St., W.1. (Museum 8221) [C3041

ELITE MOTORS offer:—

1949 M.G. T.C. sports seater, green/green, one owner, speedo reading 18,000, the whole car as new; any trial; £495.

1936 model M.G. P.A. sports 2-seater, B.R.G., very smart, sound, little car, many extras, including luggage rack, spot lamps, etc., excellent tyres and all weather equipment; £245.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

B. J. HUNTER, Ltd., offer:—

1949 M.G. 1¼-litre saloon, most attractive car; £650.—Below.

1948 M.G. 1¼-litre saloon, exceptional condition throughout; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303 [C2040

H. R. BEART & Co., Ltd., offer:—

1953 (new) M.G. T.D. 2-seater for immediate delivery.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

BRADSTOCK MOTORS offer:—

£495.—1950 M.G. T.D., green, one owner, reconditioned engine fitted, in excellent condition; terms and exchanges.—Chase Rd., Epsom. Tel. Epsom 633. [7281

GLANFIELD LAWRENCE offer:—

1951 M.G. 1¼ saloon, one owner, 23,000 miles, maroon, excellent throughout; £675.

1949 (Nov.) M.G. T.C., black, 19,000 miles only, a very genuine and exceptional specimen; £499; choice of 2.—407, High Rd., N.12. Finchley 0091. [C2055

CHARLES FOLLETT, Ltd., offer:—

500 miles only.—1953 M.G. T.D. 2-str., stone colour; opportunity to acquire brand new car under list price; £710.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

PARADE MOTORS (MITCHAM), Ltd., offer:—

1949 M.G. T.C., green, twin spare wheels, chrome luggage grid, twin wind tone horns, full tonneau cover, perfect specimen; £455

1938 M.G. T.A., red and silver; £285.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3502. [C5036

ROYS offer 1939 T.A. drop head sports coupe, taxed; £295.

ROYS offer 1937 T.A. 2-seater, £269; also 1939 1½ sports saloon, £550; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (Near Camden Town Tube Station.) Euston 2700 and 8894. [C5059

!! Chipstead Motors, Ltd. See our advertisement ** under "Sports Cars." [C1046

1951 (Oct.) T.D. M.G., luggage grid, one owner, red, best offer over £550.—Box 8902. [6944

1951 M.G. 1½-litre saloon, maroon, radio, heater, perfect; £725.—New Cross 1558 [6966

M.G. P.A., rebored, recellulosed red, new hood, battery, immaculate; £190 o.n.o.—Wor. 5172. [7199

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3548. [0082/R

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—30, Piccadilly, W.1. Grosvenor 4141. [0590/R

M.G.

M.G. J2 8hp 2-seater, 1933, £180 o.n.o., taxed, insured, excellent condition.—Sanderstead 4786. [7109

1947 M.G. T.C., exceptional condition; £425 o.n.o. —Collins, 2, Houndsden Rd., N.21, after 6 p.m. [7061

£625.—M.G. Midget T.D. sports 1952, red, immaculate bodywork and interior upholstery, as new.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2009

£350.—M.G. 1½-litre 1938 4-dr. sports saloon, exceptional cellulose and mechanical condition, tyres as new; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

£640.—M.G. T.D., 13,000 miles, spotlight, windtones, tonneau, aeroscreens, sports coils, radio, etc.—Vacca, Slo. 0486, Ken. 2967. [7111

1949 (October) M.G. 1¼-litre saloon, black, one owner since new; £575.—A. Dey & Co., 18, Hardman St., Liverpool 1. Royal 5037. [7185

1949 M.G. 2-str., immaculate, one owner; £495. —Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1940 T.B. Midget, green, excellent condition throughout, radio, and many extras; £335.—80, Aragon Rd., Morden, Surrey. Derwent 3908. [6916

595 gns.—M.G. Midget, late 1951 11hp T.D. 2-seater, red, one careful owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

395 gns.—M.G. Midget, 1947 T.C. 2-seater, black, fawn leather, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

145 gns.—M.G. Midget, 1933 model 8hp J.2 2-seater, black, red leather, good condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

19000 miles.—October, 1949, M.G. T.C., in almost new condition; £495.—O. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C3031

1949 M.G. 1¼-litre saloon, silver green with beige leather, one owner, excellent condition; £615. —Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [5267

NAYLOR & ROOT.—1952 M.G. T.D. sports 2-seater, duo green, excellent performance and appearance; £595; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1953 (new) M.G. T.D., choice of colours, immediate delivery; £751/19/2; terms, exchanges. —Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6859

£385.—1939 2.6-litre M.G. drop head foursome coupe, a very fine example of this rare body style; £130 down.—Bray Motors, 160-164, West End Lane, N.W.6. Hampstead 6490. [C1024

£475!!!—Magnificent 1949 M.G. T.C. sports 2-seater, really genuine and immaculate motor car, beautifully maintained; choice 2 others; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1947 (Sept.) M.G. T.C., black, fawn leather, twin Windtone horns, Bunking indicators, taxed and insured till Dec., very good condition; £410.—Reese, Underwood, Wilcrick, Magor, Mon. [7141

1953 (April) M.G. Midget T.D. 2-seater, colour black, green interior, 5,000 miles genuine, spotless condition, perfect in every respect; best offer. —R. Clark, 146, Spilsby Rd., Boston, Lincs. [7315

JACK ROSE, Ltd. (M.G. Agents & Stockists), offer: 1949 M.G. T.C. 2-seater, an exceptional car in blue; £465; new models in stock; any car in exchange.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

£195.—1936 P.B. M.G., ex-Hasledome, new engine and ultra lightweight body fitted 1949, this car is one of the fastest of its type.—Write S. Davis, c/o Angel, 5, Southdown Ave., Hanwell, W.7, for appointment (evenings). [6995

MILES MOTORS OF UXBRIDGE offer 1949 (September) M.G. T.C. 2-seater, red, natural hide upholstery, low mileage, excellent performance, immaculate condition, perfect all weather equipment; £475.—60, High St., Uxbridge. Tel. 125/2967. [7258

1951 series M.G. 1¼-litre saloon, bronze with beige leather, most attractive one-owner car, thoroughly recommended with written guarantee; £675, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

M.G. Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase M.G. cars.—120, Euston Rd., N.W.1. Euston 1212. [0966/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

M.G. in good condition for cash.—Tel. Valentine 4674 before 10 a.m. [W2019

£240 or near for T.B. M.G.—Woodbury, 41, High St., Wellington, Somerset. [7117

WANTED, M.G. 12hp V.A. saloon, good bodywork essential; reasonable price.—Box 0001. [7147

MAYFAIR GARAGES, Ltd.—Cash for M.G.s.—Balderton St., W.1. Mayfair 3104. [0695/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. Cars Wanted

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

REQUIRED, good used M.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 116. [W2000

1½-litre V.A. wanted.—Thomson, 104, Kingston Rd., Wimbledon, S.W.19. Liberty 8498 1 till 2 and after 7 p.m. [7212

WANTED, M.G. Midgets, 1937-52, in good condition.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 556. [3328

URGENTLY required. 1947-51 M.G. 1½ saloons.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1439

H. F. EDWARDS urgently require good M.G. for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

M.G. Spares and Service

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4456. [0208

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8641. [85041/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141 [0504/R

HARD surfaced rockers 6/- each exchange. M.G. spares.—Thomson, 104, Kingston Rd., Wimbledon, S.W.19. Liberty 8498. 1 till 2 and after 7 p.m. [7213

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5085. [0433/R

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, 345, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0349/R

MINERVA

MINERVA, two landaulettes and hearse: £125 each; sold separately or as fleet, good running order and bodywork, spares.—Thompson & Son, 59, Argent St., Grays, Tilbury 529. [7064

MORGAN

SLOCOMBES, Ltd.

SPECIAL offer: 1952 Plus 4 2-seater, in beige with red leather, 9,000 miles, fitted radio, tonneau cover, twin spare wheels, etc., 100mph; £550; h.p. and part exchange welcomed, existing h.p. accounts settled.

WE close at 7.30 p.m. (Saturdays 6 p.m.). Write, call or telephone Slocombes, Ltd., 58-52, Dudden Hill Lane, N.W.10. Willesden 4869 [C4017

1937 Morgan 4/4 2-seater, rechromed, resprayed, good condition; £200.—Willmot, Hawthorn Cottage, Heathfield Rd., Sands, High Dycombe. H.W. 1077 evenings. [7066

245 gns.—Morgan 4/4, 1939 sports 2-seater, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube). N.W.3. Ham. 6041. [W4016/R

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1 Langham 7733. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R

MORRIS MINOR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1951 Morris Minor saloon, beautifully maintained by one fastidious owner, coachwork and interior unmarked, negligible mileage; 479gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

CHARLES RICKARDS, Ltd., offer:—

1952 (June) Morris Minor convertible, finished grey, one careful owner, in excellent condition, 7,000 miles; £535.

1949 Morris Minor saloon, one owner since new, 22,000 miles, exceptional condition throughout, taxed year, £495.

ALSO a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn. 5 mins. from Marble Arch). Pad. 1620. [C5050

MORRIS MINOR

GATEHOUSE offer:—

1951 Morris Minor tourer, black, in excellent condition; £485.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

H. A. SAUNDERS, Ltd., offer:—

1952 Morris Minor tourer, grey with beige upholstery, recorded mileage 12,680; £555.

836—842, High Rd., N.12. Hillside 5272 (6 lines). [C2027

METROPOLITAN MOTORS offer:—

1950 Morris Minor saloon, taxed year, excellent condition throughout; £525.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [7087

KNIGHTSBRIDGE MOTORS, Ltd.

1950 Morris Minor tourer, 17,000 miles, in new condition; £445.

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2065

GUY SALMON AUTOMOBILES, offer:—

1951 Morris Minor convertible, 20,000 miles; £495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Morris Minor convertible, taxed year and in new condition; £535.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1950 (January) Morris Minor tourer, maroon, beige upholstery, excellent condition; £440.

G & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755 [C2025

MORRIS Minor (Aug., 1953) 4-door saloon, black, red interior, mileage 200, offers invited.—Box 8950. [7043

1950 Morris Minor 2-door saloon, black with beige leather, 32,000 miles; £495.—J. Fricker, Ltd., Park 5077. [C2016

£490!!!—May, 1952, Morris Minor convertible, left-hand drive, heater, 14,000 miles.—Tel. Bagshot 3320. [6821

1951 Morris Minor saloon, black, one owner, radio, heater, clock, excellent condition; £533.—Dobsons, Ltd., Staines. Tel. 801. [C1074

£485!!! 1949 Morris Minor, black, beige, fitted seat covers and Nu-way protective mats, a very nice little car, carefully used by one owner.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 6 p.m. Write for catalogue. [C1035

1952 Morris Minor 4-door saloon, heater, one owner, perfect; £595.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

1952 Morris Minor tourer, black with red upholstery 11,000 miles, beautiful condition; £550.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1951 Morris Minor convertible, l.h.d., one owner, splendid condition, taxed; £410.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

1952 Morris Minor 2-door saloon, black with red interior, licensed, one owner only and beautiful condition; £585.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073

MORRIS Minor convertible 1949, excellent mechanical condition, beige/beige upholstery, outstanding specimen; £450.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Uplands 4812. [C1041

PRIVATE owner offers his 1949 saloon which has been most carefully maintained in new condition, small mileage, tyres as new, immaculate throughout, taxed year, used as second car only; £450.—Donald Pitt, Amberley 2243, Gloucestershire. [7188

565 gns.—Morris Minor, 1951 saloon, pastel green, radio, heater, electric clock, loose covers, very carefully used, nearly new condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4016

PRIDE & CLARKE, Ltd.—1952 (December) Morris Minor saloon, birch grey/red leather, 4,000 miles, loose covers, one owner, £599; 1952 convertible, green/green leather, loose covers, 3,000 miles, one owner, £559; 1951 tourer, black/beige leather, 11,000 miles, one owner, £489; 1950 saloon, recellulosed, maroon/beige leather, 22,000 miles, £499; 1949 saloon, black/beige leather, one owner, £469; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

CONCOURS d'Elegance competitions winner; the well-known 1951 Morris Minor, black saloon, perfect condition, 25,000 miles, new engine fitted, just run in, new tyres, 5 first awards in coachwork competitions, including past two "Daily Express" and past two Brighton rallies; spares include crown wheel and pinion, exhaust system, extra spare wheel and tyre, over £250 extras fitted include Marchal head and fog lights, de-misters, heater, radio, electric razor, vacuum flasks, cocktail cabinet, tartan seat covers, rear wheel spats, special tool tray, electric clock, and many others; £750; must be inspected to appreciate extras, condition, and value for amount asked.—A. E. Westbrook, Bermondsey 1233. Evenings Burgh Heath 3279. [7067

Morris Minor Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

Morris Minor Cars Wanted

FULL value paid for Minor or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

1951-2 Morris Minor tourer wanted, immediate cash waiting.—135, High St. South, East Ham, E.6 Grangewood 5634. [W4032

MORRIS EIGHT

B. J. HUNTER, Ltd., offer:—

1948 (November) Morris 8 4-door saloon, grand little car, very economical; £375.

B. J. HUNTER, Ltd., 82, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1947 Morris 8 saloon, an attractive car in excellent running order; £355.

READ BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C5048

1936 Morris 8hp saloon; £95, or near.—58, Barsfield Rd., Perivale. Per. 4011. [7187

1936 Morris 8 tourer, black/green, recently decarbed, rewired, new springs, good tyres; £140.—Perivale 0939. [7186

1947 Morris 8 4-door, immaculate; £410.—Smith & Hunter, Ltd., 276, Kensington High St., London, W.14. Tel. Western 2312. [C4019

FOR sale, 1937 Morris 8 saloon, excellent condition, bargain; £175 o.n.o.—Cunnington, 80, Long Lane, Ickenham, Middx. Tel. Ruislip 5252. [7048

£285.—1939 Morris 8 series E saloon, in outstanding condition throughout; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ROYS offer 1936 Morris 8 saloon; £45 deposit, 50/- p.w. 18 months; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, F.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

S.G.A. MOTORS, Morris 8 specialists, always have a good selection of saloons and tourers, all of which are thoroughly checked in our workshop and carry a 3 months' guarantee; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive.

S.G.A. MOTORS, 14, Atherstone Mews, Cromwell Rd., S.W.7 (2 minutes Gloucester Road Tube). Western 3208. [C4063

Morris Eight Cars Wanted

MORRIS 8 tourer 1935-39, wanted, in good condition.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [W4059

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

1946 Morris 10, excellent condition; £350.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

£325.—Morris 10 1947 registered August, dual-tone finish excellent cellulose and mechanical condition, choice 3.

BENMOTORS, 1 Clarendon Rd., Holland Park, London W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1947 (July) Morris 10hp saloon, black, brown interior, well above average condition throughout, taxed; £565.

COLE'S GARAGE, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054

1947 Morris 10 saloon, excellent; £395.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

1946 Morris 10, black, brown interior, very good condition; £335.—Wagstaff & Webb, Ltd., Euston 5552-3. Ilford 3151. [7257

£350!!!—1947 series (Sept. '46) Morris 10 saloon de luxe, one owner, exchanges; 20 others.—Traynor Motors, Ltd. Tel. Grangewood 5854 [C4052

£85.—Morris 10 1934 (August) 4-door saloon, body shows its age, one owner since 1945, a very sound and reliable car, taxed; terms, exchanges.—J. Ashford Fleet, E. J. Lee (Leighton Buzzard), Ltd., 52, Lake St., Leighton Buzzard. Tel. 2172. [C1027

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

MORRIS TWELVE

1936/7 Morris 12/4 saloon, exceptionally original condition. £175, taxed.—Whitstable 3750 (evenings). [7146

1938 Morris 12hp Series III saloon, has been maintained in good order; £225.—Moss (Cambridge), Ltd., 146, Hills Rd., Cambridge. [6219

1939 saloon, reconditioned engine, new tyres, showroom, private, hire purchase possible; £225.—P at 93, Monarch Parade, Mitcham. [7206

MORRIS OXFORD

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1952 Morris Oxford saloon, 14,000 miles, heater fitted, carefully driven and maintained; 679gns; also a 1951 model in similar condition.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

£645.—Morris Oxford 1952 (March), black, loose covers and heater, in splendid condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2006

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

SLOCOMBES, Ltd.

1951 right-hand drive export model at 14,000 miles, fitted heater, spots, etc.; £595; h.p. and part exchange welcomed, existing h.p. accounts settled.

WE close at 7.30 p.m. (Saturdays 6 p.m.). Write, call or telephone Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

1949 Morris Oxford, black and fawn leather, low mileage, in splendid condition throughout; £525.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

1952 (May) Morris Oxford saloon, black, red leather heater, 15,000 miles, immaculate; £665.

W. J. BROWN, Ltd., established over 50 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1950 Morris Oxford saloon, one owner; £575.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

1949 Morris Oxford, dove grey, excellent condition throughout; £510.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [7225

1952 Oxford, H.M.V. radio, heater, grey, 17,000 miles, one owner, excellent condition; £715.—Montrose Motors, Ltd., Wembley 2636/4445. [7236

1949—50 Morris Oxford saloon, one very careful owner, in immaculate condition throughout; £535!—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

AS brand new, Morris Oxford station wagon 1953, Clarendon grey, under 5,000 miles, makers' guarantee, owner going abroad, spotless condition; £780; can be seen Midhurst area.—Tel. Milland 229. [7122

1949 (March) Morris Oxford saloon, one owner, good tyres, mileage 39,000, colour black with fawn upholstery, taxed year; £475.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [C3011

PRIDE & CLARKE, Ltd.—1951 Morris Oxford saloon, green/green leather, low mileage, one owner, £559; 1949, black/beige leather, one owner, £499; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068

Morris Oxford Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS SIX

MORRIS Six, delivery mileage only, grey, red leather; too big for purchaser; best offer.—Wood & Lambert, Ltd., 49, Stamford Hill, N.16. Sta. 3434. [7321

£595!!!—Morris Six de luxe saloon, spotless bodywork, immaculate interior, absolute gift price; 3 months' guarantee; hire purchase; exchanges. LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£525!!! Morris Six saloon, March, 1950, black/brown leather, carefully used by one private owner and in extremely good condition all round, fitted heater.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

NAYLOR & ROOT.—1950 Morris Six saloon, duo green, heater, very attractive; £545; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

Morris Six Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. [0875/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six. Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Miscellaneous Cars Wanted

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

MORRIS in good condition for cash.—Tel. Valentine 4674 before 10 a.m. [W2018

HATTON'S will buy post-war Morris models; distance no object.—Lord St., Southport. Tel. 2268. [0796/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. [0998/R

H. F. EDWARDS urgently require good Morris for immediate cash; distance no object.—Details, please, to 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [W2059

Morris Spares and Service

MORRIS.—Genuine spares and specialist repair service, immediately available in the West End. S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1952/6574. [0342/R

OLDSMOBILE

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0576/R

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales Service and spares.—Blindley Heath, Nr. Lingfield, Surrey. Tel. 330-1. [0217/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. [0526/R

195gns.—Opel Cadet, 1938 Master series 4-door saloon, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

REPAIRS, guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion; £9/5; mudguards, spares.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Primrose 2647. [0240

PACKARD

ANDOVER MOTOR Co., Ltd., offer:—

FIRST registered 1950 Packard saloon, a beautiful car in black and cherry red leather, fitted radio, heater and other extras; a bargain at £1,150.—Andover, Hants. Tel. 5405. [C1005

1947 Packard Clipper 4-door saloon, r/h/d, satin bronze with blue leather, fitted radio, etc., recently overhauled.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

PACKARD 1949 4-door saloon, blue, radio and heater.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

PACKARD convertible coupe, December, 1950, maroon, low mileage; £1,075; exchanges, etc.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C5057

PACKARD double enclosed limousine, very beautiful condition throughout, interior as new; specially priced at 175gns.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

295gns.—Packard 8, 1938 34hp touring saloon, black, fawn upholstery, radio, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1938 (re-registered 1953) Packard 6-cylinder saloon, recently undergone complete engine and chassis overhaul including upholstery and re-sprayed brown, whole car in excellent condition, taxed, first offer over £225 secures.—Mideastra, Ltd., Cardiff Rd., Reading. Tel. 4976. [6881

LIMOUSINE (£1395 model), Super-32hp/1937, Deluxe Coachwork, black, forward occasionals, carefully maintained, opportunity. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Packard Cars Wanted

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires. Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., buyers of Packard.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

7-SEATERS privately owned Limousine required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [C4028

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires. Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PEUGEOT

1950 (Nov.) type 203 saloon, l.h.d., taxed year, this marvellous model at bargain price; £645.—Tel. Weybridge 2869. [7062

PONTIAC

BARGAIN, £1,395.—Pontiac 4-door de luxe saloon, with hydramatic gear change, radio, heater, etc., coloured attractive duo green, in carefully maintained condition throughout, one owner, very low mileage.—Star Motors, Lower Henley Rd., Caversham, Reading. Tel. Reading 72753. [7219

Pontiac Cars Wanted

METCALFE & MUNDY, Ltd., will buy your Pontiac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2361. [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0821/R

£265!!!—J.P. Special made by Joe Potts of Bells Hill, the Scottish Wizard 500cc single-seater, in excellent condition, recently prepared by maker for immediate track work; 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

PERFORMANCE CARS stock a selection of vehicles suitable for competitions, including 2-litre H.W.M. Alta 2-seater; 1,496cc Tojeiro M.G., Ardun Allard streamlined 2-seater; details of Formula 2 and 3 available upon request. See also under "Sports Cars." [C3041

RAILTON

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8639 (night Bayswater 6753).—All models available and wanted. [5778

A-ONE MOTORS (LONDON), Ltd.—Second to none selection; also spares, reconditioned engines and after-sales service.—18, Eccleston Square Mews, S.W.1, and 24, North Side S.W.18. Tel. Vandyke 5181. [0355/R

£225.—1957 series Railton 28hp fourseme drop head coupe, an exceptionally good runner with extremely smart appearance; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Railton Cars Wanted

REQUIRED, good used Railton.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Railton drop heads.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W3041

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

1950 (May) Renault 760cc 4-door saloon, grey, 28,000 miles, one careful owner, good condition, roof carrier; £395.—Oakdene, Ugley, Bishop's Stortford. Tel. Rickling 46. [7129

1950 750cc Renault saloon in blue, exceptionally economical and magnificent performance, £450, exchanges deferred.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. 4600-4632. [7029

Renault Cars Wanted

RENAULT in good condition for cash.—Tel. Valentine 4674 before 10 a.m. [W2018

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

REPAIRS, parts, reconditioned, guaranteed gear boxes, shock absorbers.—19, Winchester Mews, N.W.3. Prim. 6159. [0794

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

SCOTT CARS offer:—

1952 Riley 2½-litre, radio, heater, as new; £1,050.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

SWANMORE GARAGE offer:—

1951 (Nov. 1950) Riley 2½-litre saloon, radio, heater; £875; exchanges or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

MONTROE MOTORS offer:—

1933 Riley 9 saloon, £85.

1937 Riley 9 saloon, £145.

1939 Riley 1½-litre saloon, £295.

1947 Riley 1½-litre saloon, £595.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [7264

HBEART & Co., Ltd., offer:—

1949 Riley 1½-litre saloon, finished in black, many extras, including H.M.V. radio, and in outstanding condition throughout; £745.—102, London Rd., Kingston-on-Thames. Tel. 5348. [C1061

H. & SAUNDERS, Ltd., offer:—

1951 Riley 2½-litre saloon, maroon with red upholstery, heater, recorded mileage 19,300; £945.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

MAYFAIR COUNTRY CARS, offer:—

1950 (November) 1½ saloon, superb condition, heater, taxed December, one owner; £750; exchanges, terms.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. [C3006

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

CHARLES RICKARDS, Ltd., offer:—

1951 Riley 1½-litre saloon, finished bronze, in exceptional condition throughout, 18,000 miles, one owner; £885.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2. (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

GUY SALMON AUTOMOBILES offer:—

1951 Riley 2½-litre saloon, bronze/red leather, heater, 12,000 miles from new, original spare unused; £950.

1949 Riley 1½-litre saloon, green/green leather, very good condition; £775.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:—

1953 (new) Riley 2½ saloon, red/red; £1,311.

1950 Riley 1½ saloon, black/beige; £795.

CLARKE & SIMPSON, Ltd., 49, Sloane Square, S.W.1. Tel. Sloane 4727. [C1048

1951 Riley 2½-litre saloon, black, beige, one owner, radio, heater; £955.

RIPCO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3048

RILEY Falcon saloon, 1937, good condition throughout, any trial; £250.—Lib. 2006. [7306

RILEY 1½ foursome drop head, very rare model; £575.—Valentine 4674 before 10 a.m. [C2016

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd. Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

BEARTS, of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3548. [0079/R

1949 (Aug.) Riley 1½-litre saloon, black, with brown leather, 24,000 miles, as new; £735, below.

1947 (March) Riley 1½-litre saloon, black, with red leather, in 1950 condition throughout; £600.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6860

1½-litre Riley, 1950, radio, black, speedo 22,000, one owner; £750.—Montrose Motors, Ltd., Wembley 2636/4445. [7259

RILEY 12, 1935 series, bills for over £120 overhaul; £170 o.n.o.—Townsend, 11, Ravenscourt Drive, Hornchurch, Essex. [7051

1939 Riley 12 saloon, good condition; £310.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1056

THE RILEY CENTRE at 189-195, Pavilion Rd., Sloane St., S.W.1 (5 minutes Sloane Sq. Tube), Sloane 8526, offer the following Rileys:—

£195.—1936 Falcon 1½-litre, excellent order, taxed.

£135.—1936 Merlin 1½-litre, engine overhauled, body fair.

£165.—1932 Gamecock 2/4-seater, overhauled, taxed.

£140.—1932 Monaco, a good specimen, taxed December.

MANY others from £55 and all with written guarantee.

AS we sell Rileys only we can offer you the best price for yours. [C3069

1938 Riley 1½-litre Victor saloon, 3-speed synchromesh and overdrive; £275 o.n.o.—Scott, 58, Mugrave Rd., Sutton, Surrey. Vigilant 3810. [7205

JACK ROSE, Ltd., offer: 1950 2½ Riley, in black, red hide, very clean inside and out; accept £785.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1946 Riley 1½-litre sln., immaculate throughout; £570.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

KESTREL, 16hp, maintained regardless cost, 55,000 miles, probably best example available; offers over £400; consider exchange.—Box 8996, Hoylake 3573. [7127

1948 Riley 1½-litre saloon in black, in very fine condition, taxed Dec.; best offer.—Silverline Garage, Ltd., New Rd., Rainham, Essex. Rainham 3118. [6912

425 gns.—Riley (September 1947) 1½-litre sports 4-seater, black, leather upholstery, heater, very good condition; terms, exchanges.—Rowland Smith, below:—

245 gns.—Riley (1936) 1½-litre Merlin saloon, black, sliding head, blue leather, excellent condition; choice of 6 Rileys; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

RILEY 12/4 Adelphi, 1936, entirely rebuilt and recellulosed by us; £260.—Carr Bros., The Soho Garage (rear Astoria, Charing X Rd.), W.1. Ger. 6678-9. [C1041

1949 Riley 1½-litre sal., black/red, radio and heater, one owner, in excellent condition throughout; £750.—C. A. Pete, Ltd., 42, North Audley St., W.1. May. 3051. [C3043

£875.—1950 Riley 2½-litre, 22,000 miles, one owner, black with red leather upholstery, new condition, unmarked.—Broadway Motors, 67, High St., Hounslow. Hon. 0175. [C1028

1950 Riley 1½-litre saloon, black with brown leather, one lady owner, guaranteed total mileage 10,227; £845.—A. Dey & Co., 18, Hardman St., Liverpool, 1. Royal 3037. [7180

RILEY 1½-litre saloon, 1951, one owner, radio, heater and screenclean, condition practically as new, finished in metallic green, with green interior.—Wheelers (Newbury), Ltd., The Broadway. Tel. 1020 [7251

RILEY

1950 (Oct.) Riley 2½-litre saloon, black/red leather, one owner, low mileage, fitted heater and numerous extras; this year underwent complete chassis overhaul costing £246; £845.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. [0446/R

ROYS offer: 1937 Riley 9 Monaco saloon, good throughout, £195; also 1935, £155; H.P. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

£795.—August, 1949, Riley 2½-litre saloon, colour red with beige upholstery; this car is fitted with heater and radio and taxed to December 31; it is in excellent condition throughout and has an exceptional performance.

£585.—1946 (September) Riley 1½-litre saloon, black/green upholstery, recorded mileage 32,000, one owner.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

RILEY 1½-litre 6-cylinder, recently professionally converted to shooting brake at cost of £90, beautiful condition, excellent performance, a car for the Riley connoisseur, taxed and insured; £155 or near offer.—Sayer, 43, Keslake Rd., Kensal Rise, N.W.6. [7060

£350.—Riley 1½-litre saloon, July, 1938 (overdrive gear box), exceptional condition, completely rebuilt 1949 at over £300, maintained regardless of cost since, excellent tyres, 2 spares, many extras.—Phillips, 4, Whinmoor Court, Sandfield Park, Liverpool, 12. Stoneycroft 2866. [7150

1951 Riley 2½-litre sportsman's saloon, this car is literally unblemished and is finished in sun bronze with red leather interior, fitted new H.M.V. radio at cost of £47/10, fitted heater, original tyres at rear, new tyres at front, a really immaculate example, absolutely faultless, one owner; £925.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000

CAMDEN MOTORS for Rileys.—2½-litre drop head foursome coupe, 1951, this very rare and desirable series is offered to the discerning motorist who will only be satisfied with a car in superlative condition, and this particular Riley can literally be so described, coachwork, chrome, interior and hood are devoid of the slightest blemish and indeed it is difficult to realise this is not a brand new car; mechanically it is just as magnificent as its appearance would indicate. £100 worth of extra accessories are fitted, including radio of magnificent tone, heater with screen demisting, fog and passlights, twin wing mirrors, etc.; £1,095.

CAMDEN MOTORS for Rileys.—See selection of other models on full page advert. on page 35 of this issue.

CAMDEN MOTORS for Rileys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Riley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3008

OFFER your Riley to Rudds, 65, Victoria Rd., Central Station, Worthing 4635. [6424

YORKSHIRE.—The Riley buyers, Barkers of Oakwood, Leeds, 8. Tel. 58256/7. [0094/R

FULL value paid for Riley or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

CNK MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd. Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1440

H. F. EDWARDS urgently require good Riley for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

AROOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 [0238/R

REPAIRS, parts, reconditioned, guaranteed gear boxes (including Warner), shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [0799

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092/R

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [8149

ROLLS-ROYCE

H

ROOH. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:

1950 Rolls-Royce Freestone & Webb touring limousine, green with beige hide, 45,000 miles; £4,250.

1949 Rolls-Royce James Young r/e sports saloon, black with blue hide, recent overhaul; £4,250.

1939 Rolls-Royce Wraith Hooper limousine, black with hide and cloth upholstery, 81,000 miles; £1,950.

1935 Rolls-Royce 20/25 Mann Egerton sports saloon, black with blue hide; £995.

1934 Rolls-Royce 20/25 Mann Egerton sports coupe, blue with blue hide, 86,000 miles; £995.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Mayfair 9060. [C3052

CM

CAR MART, Ltd.

1939 Rolls-Royce Wraith Park Ward sports saloon, black and grey with beige leather upholstery, 74,000 miles; £1,850.

1939/40 Rolls-Royce Wraith Park Ward limousine, black with leather to front and cloth to rear, 74,000 miles; £1,750.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C1039

RIPPON.

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RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

VINTAGE AUTOS.

WE always have an ever-changing selection of good pre-war Rolls for sale at very reasonable prices and we are always interested in purchasing similar Rolls.

VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

PB, Ltd., offer:—

1938 Rolls-Royce Phantom III (D.L.) Hooper 7-passenger limousine.

1938 25/30hp Rolls-Royce (G.M.P.) Hooper semi-razor-edged sports saloon.

1935 20/25hp Rolls-Royce (G.R.F.) metal panelled utility.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3033

BOON & PORTER, Ltd.,

DISTRIBUTORS.

1953 series 2½ saloon, green, heater, 7,000 miles, in new condition throughout; £1,195.

2½ saloon, Nov. 1952, grey-red leather, 15,000 miles, one owner, specially prepared and fitted with numerous extras; £1,095.—Casteinau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

TOM GARNER, Ltd., offer:

1934 Rolls-Royce 20/25, owner-driver 4-light saloon with division by H. J. Mulliner; £495.

TOM GARNER, Ltd., 10-12, Peter St., Manchester. 2. Blackfriars 9265-6-7. [C2020

SWANMORE GARAGE offer:—

£875.—Rolls-Royce Ph. II H. J. Mulliner 1935 TA series 4-door owner-driver saloon, large boot, good history, magnificent car.

£1175.—Rolls-Royce 20/25 chassis, with new costly brake body seating 7, recent overhaul.

EXCHANGES or terms.

SWANMORE Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

JACK OLDING OF MAYFAIR

OFFICIAL Rolls-Royce and Bentley retailers offer early delivery of new cars with standard and special coachwork, also the following used cars from their selection:—

SILVER Wraith first registered 1951 November, Freestone and Webb 6-light touring limousine, electric division, 17,000 miles, black; £4,550.

1950 Silver Wraith enclosed drive limousine by Park Ward, face forward extra seats, one owner, 32,000 miles; £3,500.

1938 DL Series Phantom III Windover razor-edged saloon with division, magnificent car, 40,000 miles; £1,975.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3050

1939 Replica Dorchester drop head coupe, full de luxe model built on the late 21.6 chassis, 20mpg, just had extensive overhaul; £645.—Below.

THE SOUTHERN MOTOR Co., originators of the Rolls-Royce replicas, have a few models in stock at reasonable prices.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office, Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. [7094

ROLLS-ROYCE

†† Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

J
B
JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE—1947 Silver Wraith touring limousine by Hooper, painted green with fawn upholstery, speedometer reading 45,000 miles; price £2,350.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1092

MASCOT MOTORS, Ltd., offer:

1935 25hp Hooper sports saloon with division.

1933 25hp Freestone & Webb sports saloon.

1933 40/50hp Freestone & Webb Continental sports saloon.

1932 25hp Freestone & Webb sports saloon.

1930 25hp Thrupp & Maberly fixed head foursome coupe.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.

MASCOT MOTORS, Ltd., 237 Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C5007

TAYLOR and CRAWLEY offer:—

1939 Rolls-Royce Wraith (WHC) mitred edged sports saloon by Thrupp and Maberly, 1,000 miles since complete overhaul by authorised specialist; owner-driver car of great appeal; £2,150.

1934 Rolls-Royce 20/25 (GNC) sports saloon by Hooper, grey and black/maroon leather, good history; £675.

ROLLS-ROYCE 20hp, fine, old car with Hooper limousine body; £200.

48 Kensington Court, W.8. Western 6015. [C4036

CHARLES FOLLETT, Ltd., offer:—

ROLLS-ROYCE 20/25 1935 Park Ward, owner-driver sal., one owner, total mileage 64,000, very genuine car in outstanding condition; £875.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

H. M. BENTLEY & PARTNERS, Ltd., offer:—

ROLLS-ROYCE 25/30 1937 H. J. Mulliner owner-driven saloon with boot, 55,000 miles, full Rolls history; £1,375.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

HEARSE 1935 Rolls 25hp, brand new 1953 de-luxe body, written guarantee. Seen STATION Approach, Kew Odns., Surrey. Alpe & Saunders (Coachbuilders), Ltd. Richmond 1161. [7092

1933 (May) Rolls-Royce 20/25 Hooper limousine, face-forward occasionals; £525.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C5025

1951 Silver Wraith Park Ward, latest type 6 light saloon, colour grey, mileage 40,000, in beautiful condition throughout.—Box 8928. [7007

1936 25hp Rolls-Royce Hooper sports saloon, almost faultless mechanical condition, altogether a superlative example; £1,095.

R. C. MORTLAKE, 255, Kensal Rd., London, W.10. Ar old 4604. [C3017

1934 RY series short chassis Phantom II Thrupp & Maberly sports sun saloon, one owner, low mileage.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 47. [C1012

1939 25-50 Rolls-Royce Hooper limousine, face forward occasional seats, heater, radio, privately owned and little used; £1,500.—Egham Motor Co., Egham. [7525

1937 Rolls-Royce 25hp 4-door convertible coupe by Vanden Plas, finished grey and black.—Norwich Motor Co., Ltd., 118, Prince of Wales Rd., Norwich. Tel. Norwich 24214. [7252

25hp Rolls double enclosed limousine by Hooper, in excellent condition throughout, offered at the special price of 345gns.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [6116

WALTER SCOTT, Ltd.—1937 Rolls-Royce 30hp Barker limousine, black, 42,000 miles, exceptional; £1,075.—39, College Crescent, Hampstead, (Swiss Cottage Tube) Pri. 5914. [C4006

P. J. EVANS, Ltd. of Birmingham offer a virtually new Rolls-Royce Silver Wraith Park Ward saloon, 492 miles only, finished in Tudor grey with maroon hide, first registered 27th June, 1953; price £5,975.

P. J. EVANS, Ltd., Rolls-Royce Special Retailers, John Bright St., Midland 2911. [7105

1937 Rolls-Royce Phantom III Park Ward limousine, face-forward occasionals, leather throughout, 46,000 miles; £850.—James H. Galt, Ltd., 82, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [7075

1935 Rolls-Royce 20/25 Sedanca de Ville, 59,000 miles; £795 (complete Rolls-Royce History available).—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

HEARSE, 1934/5 SK Series, Phantom II fitted partitioned 6-Bearer Deluxe Coachwork, exclusive equipment, exceptional value, £985. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1

ROLLS-ROYCE

OWNER-DRIVER 30hp, GGR/1958, Barker 4-light Saloon without partition, swept tail, concealed boot, mileage 19,000, leather throughout, carefully maintained, excellent history, opportunity. £1,350.

LIMOUSINE 1934/25hp, partitioned Hooper, black, forward occasionals, leather, carefully maintained, £495.

LIMOUSINE Phantom III, Mulliner, partition, exceptionally roomy, forward occasionals, black, rear boot, lavishly equipped, beautiful lines, mileage 44,000, two private owners. £895.

9280 miles Phantom III, Park Ward partitioned black Limousine, forward occasionals, delivered 1946 (BT Series—history available), beautiful condition throughout, unrepeatable opportunity. £1,570.

WRAITH 1939 Park Ward partitioned Limousine, forward occasionals, carefully maintained, black, low mileage, reasonable cost.

ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street. Mayfair-2941. [C1006

1948 (July) Rolls Wraith, Mulliner coachwork, radio, heater, mileage 16,000, completely overhauled and modified to 1955 by makers, not since used.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. [C5040

1951 Silver Wraith Park Ward 6-light saloon, registered in March, 1951, upswept wing model, colour light grey, a most beautiful car in lovely condition; £4,400.—J. B. Townley, Bilsborough Hall, Bilsborough, nr. Preston, Lancs. [7006

20/25 Rolls-Royce, close coupled, 4-door, owner-driver saloon, 1955 model, Arnold body, present owner 3 years, excellent condition, photographs available; £675.—Walker & Ward, Ltd., Warwick Place, Cheltenham. Tel. 3816. [7108

1948 Silver Wraith, 66,000 miles, one private owner—multi-millionaire—oil king—special body by Hooper; £2,250 (part exchange welcomed).—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1948 Rolls-Royce Wraith Sedanca de Ville by H. J. Mulliner, total mileage 32,000, one owner only since new, chauffeur maintained, in absolutely immaculate condition; £3,850.—Loxhams Rolls-Royce and Bentley Showrooms, Fishergate, Preston. Tel. 4245. [C2064

1934 Rolls-Royce 20-25 sports saloon with rear boot, black with blue leather, one owner until 1951, 74,000 miles; an outstanding example of the condition in which a car can be kept; £745.—Clarke & Simpson, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

795gns.—Rolls-Royce (1937) 25-30hp Hooper 7-passenger limousine, black, leather throughout, swept tail, face forward occasionals, division, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£595!!!—20/25 Rolls-Royce owner-driver saloon, Mulliner body, finished in dark blue with spotless chrome fittings and quite immaculate leather upholstery, extensively overhauled recently and in the kind of mechanical condition one usually associates with the name Rolls-Royce.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

Rolls-Royce Cars Wanted

C
M

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 5434. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2569. [0494/R

PHANTOM III, 1950-9 wanted privately, must be low mileage car with luggage boot.—Particulars to Box 8895. [6878

A&S always purchase 7-passenger 25/30hp Limousines, also Coupes and Saloons with boot.

A&S urgently require Phantom II private Limousines, also Phantom III sports saloons. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3050

ROLLS-ROYCE pre-1914 Silver Ghost touring car, must be good condition coachwork.—Partics. to Welham, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1875. [0396/R

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [6285

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18 Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597/R

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models. Mechanical or coachwork. Large stock of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [S1002/R

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CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

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JACK OLDING, official retailers and repairers, reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. [S3050/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69 Westow St., Crystal Palace, S.E.19. Liv. 3562 [0064/R

ROVER 10

CAMDEN MOTORS for Rover 10s.—See selection on full page advert. on page 35 of this issue.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

1939 Rover 10hp, excellent condition inside and out, black, £375.—Hatherell, "Sunlholm," Amersham Rd., Little Chalfont, Amersham, Bucks. [7049

£395!!!—1939-40 Rover 10 de luxe saloon, with all-steel bodywork identical to 1947 model, beautiful condition and irreplaceable; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£395.—1939 Rover 10 2-door sports saloon, in super fine condition; this is a rare model open to any examination; 3 months' written guarantee; free after-sale service; usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (junction of North Circular and Gt. North Rd.). 3 minutes trolley E. Finchley Tube. Finchley 0052/53. [C4065

Rover 10 Cars Wanted

ROVER 10 saloon, 1939-1947, must be immaculate.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London N.20. Tel. Hillside 6671-2. [W1020

ROVER 12

1936 model Rover 12 saloon, showroom condition, 200gns.—Prospect 5161. White Hart Engineering Co., Barnes, S.W.13. [7159

1947 (November) Rover 12hp saloon, recently checked by Rovers, heater, taxed; £625.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C4057

£185.—Rover 12 saloon, 1935, with new roof, interior, tyres, battery, C.W. & P., brakes, petrol pump, water pump, covers engine 1950; perfect, freewheel gear box and chassis lubrication, 31 mpg, 75 mph, no dealers.—Fremantle 5414. [7221

ROVER 14

1938 Rover 14 saloon, guaranteed, £275; payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6651. [C3029

1936 Rover 14 saloon, just completed Devon tour, bargain; £185.—102, Springfield Park Ave., Chelmsford. [7186

£315.—1939 Rover 14 saloon, very clean car; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

£555!!! Registered 1947 Rover 14 de luxe saloon, bodywork magnificent, interior beautiful and chassis 100%; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

1946 Rover 14, blk./brn., radio, heater, perfect in every detail; £585; would consider exchange for '37, '38, '39 Rover with cash adjustment.—Mit. 3412 after 6 o'clock. [7125

ROVER 16

1947 Rover 16 sports saloon, black, taxed.—Allery & Bernard, Ltd., 572, Kings Rd., Chelsea. Fla. 7345. [6530

1939 Rover 16 drop head foursome coupe, guaranteed; £295; payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6651. [C3029

1940 Rover 16 saloon, beautiful order; £525.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1938 Rover 16hp saloon, in really first-class order throughout; £295, or £100 deposit, balance over 18 months, exchanges; insurance; 50 cars always in stock; cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [7287

ROVER 16 sportsman saloon, 1939 model registered 1938; this car is in really excellent condition having had a very fastidious owner, bills are available to prove recent reconditioning, details too numerous to mention; offered with every confidence at £360.—K. & T., 545, Trinity Rd., Wandsworth, S.W.18. Battersea 0509. [7249

ROVER 60 & 75

CAR MART, Ltd.

1949 Rover 75 P.3 saloon, radio, heater, 29,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1059

NEWNHAMS, Ltd.

1949 Rover 60 saloon, black/red, one owner, carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

TOM GARNER, Ltd., offer:

1952 Rover 75 P4 saloon, pastel blue with brown leather, heater, radio; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 60 & 75

BROOKLANDS: Individuality, new and used cars.

1950 Rover P4 saloon, 15,000 miles.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1950 Rover P4 saloon, excellent condition; £985.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023

1953 (July) Rover 75 saloon, 1,100 miles.—Weybridge 600. [C4023

1948 Rover 60 sal., black/green, radio, heater, 25,000 miles, ex. cond.

1950 Rover P4 sal., blue, radio, ex. cond., mileage 23,000; £950.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [C4029

1952 (July) 75 Rover saloon, black, red leather, one owner; £1,195.

JACK OLDING & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [C3050

CAMDEN MOTORS for Rover 75s.—See selection on full page advert. on page 35 of this issue.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1085

1950 Rover P4 saloon, black, green leather; £925.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777.) [6870

1950 Rover P4 saloon, bottle green, one owner, exceptional condition; £950.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

REGARD this value!!! 1950 Rover P4 saloon, 20,000 miles, one owner, loose covers, black, spotless condition; £875.—A.Z. Motors, Palmerston Rd., N.W.6. Mal 4775. [C1011

1952 Rover P4, black, red leather, radio and heater, immaculate, one owner, nominal mileage; £1,225.—Cox's Motors, 11/15 Conduit St., Leicester 60319. [C1050

1951 Rover P4 saloon, blue, radio, heater, rimbellishers, screen washers, Link floor mats, seat covers, rust-proofed underneath, 20,000 miles; £1,100 o.n.o.—Alexander, 49, Circuit Lane, Reading. Reading 60664. [7203

1948 Rover 75 6-light saloon, one owner, green, radio, seat covers, in extremely good condition throughout; £775; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4468. [C3016

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [5111

£395.—Land-Rover 1949, full equipment, really excellent mechanical condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube); Exchanges, h.p. [C1017

345 gns.—Land-Rover, 1949, dark green, hood, Perspex sidescreens, spare wheel, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (the Land-Rover Specialists), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [W2039

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

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HENLY House, 385, Euston Rd., N.W.1. (Euston 3444.)

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FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BEARTS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0080/R

Rover Miscellaneous Cars Wanted

CMT THE CAR MART Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

Rover Miscellaneous Cars Wanted

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

ROVER 1949 75 model saloon required, under 20,000 miles.

ARNOLD G. WILSON, Ltd., Regent St., Leeds, 1. Tel. 34681 (5 lines). [4793

FULL value paid for Rover or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

CASE'S MOTOR MART require carefully used Rover.—Euston 4110 and 3523. [W1040

LOW mileage post-war Rover wanted.—Bloxam, Whiteweb, Chalfont St. Peter, Bucks. Pinner 494. [W1085

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0436/R

H. F. EDWARDS urgently require good Rover for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0457/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0518/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2502.

SINGER

CAR MART, Ltd.

1947 Singer 9hp roadster, 28,000 miles; £395.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

B. J. HUNTER, Ltd., offer:—

1951 Singer S.M. saloon, well-kept car; recommended; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 SM 1500 saloon, 14,000 miles; £585.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1949 Singer 1500 saloon, green; £395.—J. Fricker, Ltd., Park 5077. [C2016

1951 Singer, S.M.1500, superb condition, 16,000 miles only, bargain; £535.

OVER HALL GARAGES, Ltd., Staines Rd., Bedfont, Middlesex. Ashford 2523. [7037

1951 Singer 9 4AB Roadster, 13,000 miles, immaculate; £525.—Eccles, Ingatestone (Essex) 371. [7168

£335.—1947 Singer 10 saloon, exceptionally clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1947 Singer sports, £375; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

SINGER Le Mans 4-str. sports, rewired, reupholstered, repainted, new hood, screens, gear box, smart, attractive; £115.—Simmance, 43, Hopefield Ave., N.W.6. [7166

1938 Singer 9 Bantam saloon, in good condition throughout 4 brand new Goodyear tyres; £150.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 3770. [C4062

NAYLOR & ROOT.—1950 Singer 1500 saloon, beige, red hide, superb condition throughout; £535; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1937 Singer sports saloon, reconditioned throughout, enthusiast's car; £245; part exchange terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

75 gns.—Singer 9 1937 Bantam tourer, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1951 Singer SM 1500 saloon, green/ beige leather, 16,000 miles only; one owner; £499; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Singer Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.,

URGENTLY require good Singers.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

SINGER in good condition for cash.—Tel. Valentine 4674 before 10 a.m. [W2018

Singer Spares and Service

RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [6473

GEARS, parts, reconditioned, guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [0101

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—58, Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0605/R

MANCHESTER, South Lancashire, North Cheshire; specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4060. Deansgate, Manchester. Deansgate 4507. [0390/R

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 25514. [0219

SPORTS CARS

VINTAGE AUTOS

DON'T come to us if you wish to purchase a post-war "made in" or pre-war "bred and butter" car. (We hate 'em.) But if you require a good thoroughbred vintage sports or Continental car we have the finest stock in the country. Always 60 cars for the enthusiast from £50 to £500. As our stock is constantly changing, by the time you read this advertisement most of the cars we would have advertised will have been sold. Kindly 'phone, write or call for the car you require. Immediate h.p. terms and insurance on any car. We are open till 10 p.m. for inspection 7 days per week.

VINTAGE AUTOS 66, London Rd., Tooting. Tel. Mitcham 3951.

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HAVE great pleasure in announcing the opening of yet another new branch, five minutes from Crystal Palace race track at 185, Kimers End Rd., Beckenham, where we will stock a good selection of sports and thoroughbred carriages, all under £200. Restaurant and filling station for your convenience, open till 9 p.m. 6 days per week and 9 till 1 Sundays for inspection.—Please 'phone Beckenham 2521 for full stock details. [C4039

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PICK your choice from the largest sports car show in Britain.

COMPARE all the different models, over 100 cars plainly marked with year and price.

WRITTEN guarantee; immediate h.p. and insurance; B.M.T.A., M.A.A.; appointed R.A.C. and A.A.

ALLARD J2 streamlined 2-str., Ardun heads, 1950, £645; Allard 91P sports saloon, 1951, £665.

ALLARD 71K d.h. coupe, 1949, £445; Allard 71K 2-str. roadster, 1949, £425.

ALLARD J2 streamlined 2-str., Ardun heads, 1950, £645; Allard 91P sports saloon, 1951, £665.

ASTON MARTIN 1½ Bertelli tourer, 1930, £245; Aston Martin 1½ Le Mans 2-str., 1934, £325.

ALFA-ROMEO 2.6 s/c Castagna coupe, 1934, £345; Alfa-Romeo 17/50 d.h. coupe, 1929, £295.

AC 2-litre competition 2-seater, 1958, £265; Alvis Speed 20 tourer, 1932, £175.

ALVIS Speed 20 drop head foursome, 1933, £195; Alvis Speed 20 tourer, 1934, £225.

BENTLEY Blue Label tourer, 1924, £145; Bentley Blue Label saloon, 1926, £175.

BENTLEY Blue Label d.h. coupe, 1924, £195; Bentley Red Label 2-str., S.S. series, 1925, £295.

BENTLEY 4½-litre, rebuilt '46, sliding door, razor-edge saloon body, 1929, £395.

BENTLEY 4-litre Freestone & Webb d.h. foursome, 1931, £395; Bentley 6½ 2/4-str. coupe, 1929, £295.

BENTLEY 4½-litre tourer Le Mans practice car, 1928, £325; Bentley 4½-litre V.D.P. tourer, 1926, £295.

FRAZER-NASH B.M.W. Type 55K, 1936, £325; Fiat 500 saloon, 1937, £195.

FIAT 27hp 2/4-str. model 519, 1925, £145; Fiat 1100 pillarless saloon, 1938, £265.

H.W.M. Alta 2-litre competition 2-str., one of the three original team cars, 1952; £845.

INVICTA 2/4-str. 4½-litre low chassis tourer, specimen, 1934, £375.

JAGUAR 3½-litre sports saloon, 1959, £255; Lea-Francis 12/40 2-str. sports, 1929, £145.

LAGONDA 4½-litre M45 V.D.P. tourer, 1934, £265; Lagonda 4½-litre sports saloon, 1934, £145.

LAGONDA 2-litre Vanden Plas tourer, 1952, £125; Lagonda 3-litre coachbuilt utility, 1934, £145.

LAGONDA 10hp Rapier tourer, 1934, £215; Lagonda 10hp Rapier drop head, 1936, £235.

MORGAN Plus 4 2-str. roadster, 1951, £645; Morgan Plus 4 2-str. roadster, 1952, £655.

MERCEDES-BENZ 38/250 2-str. coupe, specimen, 1931, £345; 540K cabriolet, 1938, £545.

M.G.—See large selection under M.G. column; also spares and service.

RILEY 1½-litre Nuffield saloon, 1939, £345; Riley 15/6 Kestrel saloon, 1937, £245.

RILEY 9 Lynx tourer, 1933, £145; Riley 9 Gamecock 2-str., 1933, £125.

ROLLS-ROYCE 20/25 Salmons cabriolet, 1933, £445; R.-R. 20/25 close-coupled limousine, 1934, £545.

ROLLS-ROYCE Ph. I limousine, 1928, £95; Singer 9 Le Mans 2-seater, 1935, £215.

SINGER 4A.B. 4-seater, 1951, £495; Singer 1½-litre Le Mans 2-seater, 1934, £195.

SINGER 9 tourer, 1935, £175; Singer 12 drop head foursome, 1938, £225.

TRIUMPH Gloria 10hp d/h foursome, 1937, £255; Triumph Dolomite roadster, 14hp, 1939, £345.

VANGUARD utility van, 1949, £325; Wolseley Hornet 12hp d/h foursome, 1934, £175. [C3041

1935 Lagonda 10 Rapier fixed coupe, dual blue, an economical vehicle of excellent make, in outstanding condition; £195.—Carr Bros., The Soho Garage (rear Astoria, Charing Cross Rd.), W.1. Ger. 1262. [C1041

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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CHARACTER CARS,

SPORTS and vintage car specialists.

ALFA 1934 blown 1,750cc saloon, engine rebuilt, makers' body, £230; Alvis 1934 Speed 20 tourer, £250; Alvis 1937 Silver Eagle tourer, £145; Bentley 1928 4½-litre, engine rebuilt, exceptional condition, £325; Invicta 1935 4½-litre tourer, specimen, £575; Lagonda 1928 2-litre tourer, £130; Riley 1932, metal saloon, £125.

WELLESLEY Court Rd (George St.), E. Croydon. Croydon 2555. [C4044

MERCURY offer:—

OUR usual selection of good quality sports cars.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [C3013

B. & G. MOTORS offer:—

£185—Riley 9 Merlin sports saloon, extremely clean car which goes like a bomb; far above average, this one.

£165—Wolseley Hornet 12hp Daytona 4-seater, positively immaculate red cellulose, slab tank, a pippin.

£150—Alvis 21hp foursome drop head coupe, green, in superb order and a bargain at this price.

£150—M.G. 12hp N-type Magnette open 4-seater, red, fitted Windtone horns, radio, spotlights, etc., fast.

£150—Aston Martin 1½-litre International open sports short chassis 4-seater, in British Racing Green.

£145—Lagonda 2-litre 12.8hp low chassis Vanden Plas open speed model 4-seater, taxed, P.80 lamps, stoneguard, quick fillers, etc., twin ohc engine (supercharger available if required).

£145—Riley 9 Gamecock open sports 2-seater, black, new battery, a really beautiful little car.

£130—Wolseley Hornet 12hp open sports 2-seater, twin carbs., excellent hood, goes like a bomb.

£125—Singer 9 open sports 4-seater, red, 1934, fast and smart, twin carbs., 4 speeds, hoods, screens, etc., etc.

£120—Hillman 10hp open sports 4-seater, blue and grey, new tyres, excellent hood and screens.

£110—Wolseley Hornet 12hp drop head foursome coupe, beautifully refinished red and chromium.

£69—Riley 9 vintage Mark I open sports 4-seater, green, almost new hood.

£59—Morris 8 open streamlined sports special 2-seater, months of work and loving care obviously expended and a lot of money, too; again goes beautifully.

MANY others; terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 5978. [C1019

CHILTERN CARS offer:—

ALFA-ROMEO, Alta Jaguar, Alvis, Aston Martin, Austin, Bedford, Bugatti, Citroen, Fraser Nash-B.M.W., Invicta, Lagonda, Mercedes, M.G., Railton, Riley, S.S.100, Volkswagen from stock; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Beds. Tel. 2060. [C1045

ROWLAND SMITH'S for sports cars.

595gns.—M.G. Midget late 1951 T.D. 2-seater, red, one careful owner, exceptional condition.

425gns.—Riley (September, 1947) 1½-litre sports 4-seater.

465gns.—H.R.G. 1948 1½-litre sports 2-seater, British racing green, green leather, twin passlights, carefully used, exceptional condition.

395gns.—M.G. Midget 1947 11hp T.C. 2-seater, very good condition, taxed.

325gns.—Allard 1948 sports 2-seater, occasional rear seating.

295gns.—Steyr 1937 18/55 supercharged sports roadster, special streamline body.

245gns.—Morgan 4/4 1939 sports 2-seater, black, leather.

245gns.—Fraser Nash-B.M.W. 1937 model 2-litre convertible sports coupe; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MAIDSTONE ENGINEERING Co., offer the following selected examples:

CHOICE of four Lancia Aprilias 1937/9; from £450.

1937 Mercedes-Benz 290 model coupe, recellulosed black, new hood; £375.

1935/6 Bentley 3½-litre Park Ward sportsman's saloon, black; £685.

1939 Lancia Asturs Farina saloon; £750.

1937 Lagonda L.G.6 sportsman's saloon, black; £495.

1949 M.G. T.C., black, 2-seater; £440.

1951 Riley 2½-litre saloon, radio, heater, genuine 20,000 miles; £925.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000

ALTA JAGUAR.—See Chiltern Cars advertisement under Alta Jaguar. [C1045/1

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

AUSTIN 7 saloon, £25; Austin 16 tourer, £95; Alvis 12 coupe, £95; Alvis Speed 20, £145; Armstrong 12 saloon, £65; Bentley 3-litre tourer, £125; Citroen 12 saloon, £125; Ford 8 saloon, £95; Lagonda 2-litre tourer, £125; Lagonda 4½-litre saloon, £125; M.G. 8hp, £95; M.G. 12hp, £115; Morris 12 saloon, £45; Oldsmobile coupe, £95; Riley 9 tourer, £95; Riley 9 saloon, £75; Riley 1½ saloon, £125; Rolls-Royce Ph. I, £95; Salmson 12 coupe, £145; Sunbeam 21 coupe, £55; Standard 9 saloon, £55; Triumph 16 saloon, £165; Wolseley 12 saloon, £95.

IMMEDIATE insurance and easy terms on all cars; part exchanges, vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 8842. [C3041/1

SPORTS CARS

CHIPSTEAD MOTORS Ltd., offer at sensible prices:

ALVIS Speed 25, 1938 sports saloon, black, green leather, discs, etc., chrome luggage rack, specimen.

ALVIS 4.3 s/c 1939 model; this is one of the very few Venden Plas close coupled Speed models, dual colours, open sports body fantastic, performance, radio, etc., whole car virtually as new.

ALVIS Speed 25 sports saloon, 1940 model, helmet wings, birch grey, maroon leather, specimen.

B.M.W. type 328 late 1939 streamlined competition 2-seater heavy duty axle, late property of well-known racing driver, terrific performance.

BRISTOL, May, 1950, type 400 sports coupe, two owners, maintained absolutely regardless of expense, blue, beige leather, radio, etc., specimen.

DELAGE D.6.70, beautiful streamlined sports saloon, body finished in metallic bronze, fawn leather, Cotal gear box; this car has to be seen; ready shortly.

FORD V.8 utility, late 1937, excellent condition, new tyres, recellulosed.

JAGUAR 100 competition 2-seater, late 1939, 2½-litre Scintilla mag., luggage rack, etc., specimen.

LAGO (French) 4-litre, late 1949, fitted 2/4-seater streamlined sports coupe body, racing performance, hydraulic brakes, very rare car, virtually as new.

LAGONDA LG45 1937 model pillarless sports saloon, immaculate condition; bills available for £241 overhaul, radio, Ace discs, bumpers, etc.

LAGONDA 2-litre 1931 Speed model sports 4-seater, real specimen.

M.G. T.D. 11hp Tickford drop head coupe, September, 1939, many extras, specimen.

M.G. 1940 T.B. 11hp 2-seater, black, red, luggage rack, etc.

ROLLS-ROYCE 25hp, 1931 model, fitted late Park Ward sports saloon body, with boot, immaculate.

ROLLS-ROYCE, 1931, fitted with very modern new streamlined sports saloon body, Ace discs, new P.100 lamps, 5 new Fort tyres, push-button radio, etc., etc.

SUNBEAM-TALBOT 1947 2-litre sports 4-seater, racing green, very fast.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR"

specialises in small h.p. cars as well as the larger types.

1939 Wolseley 10 4-light foursome drop head, rare model, extras; £375 or offer.—99, Fairholme Ave., Romford. [7282

O.M. 2-5-str., completely rebuilt and restored to original and very fastidious owner consequently, nearly perfect; £225 including spares.—Derrington.

FIAT 1100 special 2-seater, 1949, outstanding road holding, performance and economy, 36-43 mpg. over 90 mph, 8,000 miles only, fully equipped, £575, all spares available.—Derrington 159-161, London Rd., Kingston 5621-2. [C1071

SPEEDSTERS, Ltd.—The best conditioned sporting cars in this country.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [C4020

SINGER 9 4-str. fixed head coupe, 1933, excellent runner, attractive appearance; £95.—Carr Bros., The Soho Garage (rear Astoria, Charing Cross Rd.), W.1. Ger. 1262. [C1041/1

VAUXHALL 12 special sports roadster, manufactured new, post-war completed and registered September, 1952, most attractive coachwork with superb finish by expert, must be seen to be appreciated, taxed and ready for use; £475.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

JOHNSON & BROWN offer Lagonda LG45 tourer, £495; M.G. supercharged J4 2-seater, £210; 1947 Standard 8 tourer, £295; 1936 Armstrong Siddeley 12 Plus tourer, immaculate, £135; Bugatti type 50 2-seater £650; Alfa-Romeo 1935 1,750cc supercharged 4-seater, like new, £850; Alfa-Romeo 1939 2.5-litre saloon, £950; Fiat Balilla sports 2-seater, £285; Isotta Fraschini 8A tourer, £550; Aston Martin Le Mans 2/4-seater, £295; Austin 7 Ruby saloon, £100; M.G. Montihery Midget 2-seater, £195.—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C3049

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SEVERAL sound interesting sports cars wanted for cash.—Tel. Melton Mowbray 533. [7196

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841, 107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W5041

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Perry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

STANDARD 8

GATEHOUSE offer:—

1947 Standard 8 saloon, black, in excellent condition; £515.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

1947 Standard 8 saloon, very good condition; £315.

HALLS (FINCHLEY), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [7299

1948 Standard 8 tourer, one owner, exceptionally well maintained; £295.

READ BROS. MOTOR CO. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

1939 Standard 8hp, one owner, spotless repair bills.—609, Sidcup Rd. Elt. 4866. [7041

1947 Standard 8 tourer, excellent condition; £299; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

TANKARD & SMITH, Ltd.—1940 Standard 8 saloon, black/blue upholstery; £240.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

STANDARD d.h. coupe, 8hp, first registered 15/8/46, maroon, Fram, demister, excellent order; £295.—Bowman's Garage, Weybridge. Tel. 1265. [C1034

£299!!!—1948. Yes, we mean this! 1948 Standard 8 tourer, in spotless and immaculate condition, absolutely unrepeatable value; 3 months' guarantee; hire purchase; exchanges.

LAMBE, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

STANDARD 8 grey saloon, 1947, 27,000 miles, excellent running condition and appearance; £350, near offer.—After 7 p.m., East Hersley 3296. Downing, Numurkha, Surrey Gardens, Effingham. [7184

STANDARD 8hp tourer, 1948, excellent hood and sidescreens, very clean appearance, good mech. condition; £295—Carr Bros., The Soho Garage (rear Astoria, Charing Cross Rd.), W.1. Ger. 6678/9. [C1041

DECEMBER, 1947, Standard 8 tourer, black, new hood and screens, excellent condition, taxed year; £295.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C3049

AVAILABLE August 17.—1946 Standard 8 sunroof saloon, finished blush-grey, leather upholstery, taxed December, immaculate condition; £525, trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2 (Reopening August 17). [C3014

STANDARD 9

1938 Standard 9 saloon; £195; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

STANDARD 10

MEBES & MEBES (est. 1895), offer:

1938 model Standard 10hp de luxe sliding head 4-door saloon, black, nice condition, two owners since new; £250.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

£285!!!—1939 Standard 10 de luxe saloon, in spotless condition; also choice 1938 4-door saloon; 3 months' guarantee; hire purchase, exchanges.

LAMBE, Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

STANDARD 12

1947 Standard 12 saloon, one private owner, recellulosed, wireless; £400.—72, St. James Ave., Beckenham 5123. [7150

1939 Standard Flying 12 saloon, guaranteed; £240; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C5029

1948 Standard 12 saloon, in very nice order; first £595 secures.—Wadham Garages, Ltd., Weston-super-Mare. Tel. 269. [7216

£275!!!—1939-40 Standard 12 de luxe saloon, identical with post-war model, looks and runs as well; 3 months' guarantee; hire purchase, exchanges.

LAMBE, Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ROYS offer: 1946 Standard 12 de luxe saloon, taxed December; £565; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059

STANDARD 14

1946 Standard 14 coupe, in splendid condition; bargain at £515.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1025

1948 Standard 14 saloon, also 1939 Standard 12 saloon; both cars immaculate.—Autoworx, Ltd., Winchester. Tel. Winchester 4854. [C1018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 14

ARCHIE SIMONS & Co., Ltd.—1947 Standard 14 saloon, colour grey, reconditioned engine recently fitted, radio, in excellent condition throughout; £365.—94, Gt. Portland St., W.1. Len. 1545. [C4013

STANDARD VANGUARD

CAR MART, Ltd.

1951 Standard Vanguard saloon, heater, 18,000 miles; £975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

ELITE MOTORS offer:—

1949 Vanguard, grey leather, radio and heater; £495.

1949 Vanguard, stone, red leather, heater; £515.

1949 (late) Vanguard, black/brown leather, heater; £535.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

J. DAVY, of Kensington.

£675.—1952 Vanguard, one owner, small mileage; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1069

L. F. DOVE, Ltd., offer:—

1949 Vanguard saloon, bronze leather; outstanding value at £435.—Guildford Rd., Woking. Tel. Woking 1282. [C1078

CHARLES RICKARDS Ltd., offer:—

1952 Standard Vanguard, finished grey, with grey leather upholstery, H.M.V. radio, heater, taxed Dec., 7,900 miles, one careful owner, in faultless condition throughout; £695.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn. 5 mins. from Marble Arch). Pad. 1820 [C3050

1949 Standard Vanguard saloon, black, engine just overhauled; £485.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082 [C3004

1952 Standard Vanguard, black, genuine mileage approximately 11,000, well maintained.

ARLINGTON MOTOR Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [6274

1950 Vanguard, grey, heater, 15,200, excellent condition; £550.—Fish, South Petherton, Somerset. [7005

£595.—Standard Vanguard, 1951, leather upholstery, heater, radio, excellent condition, a recommended car.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

GUY ALFREDS & Co., Ltd.—1949 Standard Vanguard saloon, in 1953 condition; £485.—6-7, Warren St., W.1. Euston 3268. [C1005

1951 Vanguard saloon, heater, radio, taxed, excellent condition; £505.—Radcliffe Motors, West End Rd., Ruislip. Ruislip 4340. [7285

1952 Vanguard, black, speedo 15,000, excellent condition, one owner; £675.—Montrose Motors, Ltd., Wembley 2636-4443. [7240

1953 Phase II Vanguard, 700 miles; £795.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Tel. Sloane 1353 or 1709. [7066

1950 Standard Vanguard converted van, 28,000 miles, excellent condition; £480.—Carew, Wootton Hall, New Milton, Hants. [7002

1949 Standard Vanguard saloon, radio and heater, nice condition; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1952 Vanguard saloon, overdrive, 9,000 miles, radio and heater, as new, one owner; £695.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1028

1952 Standard Vanguard saloon, grey, heater, loose covers, 18,000 miles, taxed year.—L. F. Dove, Ltd., 111-115 Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

PRIVATE bargain.—Vanguard 1952 (July) saloon, Overdrive, heater/demister, leather, recorded 6,900 miles, like new; £735.—"White Walls," Woodard's View, Shoreham-by-Sea. Tel. 2210. [7050

£445.—Vanguard (July, 1949), good throughout, radio, heater, etc.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

STANDARD Vanguard 1949, low mileage, green/red leather, nearly faultless; £475.—Carr Bros., The Soho Garage (rear Astoria, Charing Cross Rd.), W.1. Ger. 6678/9. [C1041

1950 model Vanguard 4-door saloon, Comet blue, red leather, heater, one owner, low mileage, guaranteed, £515.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C3049

NAYLOR & ROOT.—1952 Standard Vanguard, azure blue, beige hide, heater, low mileage; £695, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

200 miles.—1953 Vanguard Ph. II saloon, radio and heater, overdrive; £975.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

VANGUARD, overdrive, heater, radio, 23,000, green/red upholstery, original condition, spare tyre unused, regularly and meticulously serviced; £575.—Bartlett, 27a, Pembridge Villas, W.11. [C1015

1952 (Sept.) Standard estate car, 4-door, low mileage, radio and heater, Embellishers, leather interior; £835.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

STANDARD VANGUARD

1951 Vanguard saloon, Comet blue, heater, condition throughout, really immaculate, must be seen; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1951 (Nov.) Standard Vanguard sal., Comet blue, leather, heater, 16,000 miles, one owner; excellent condition throughout, £625.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [C3043

1953 (May) Vanguard 4-door Estate car, grey, blue interior, 1,500 miles; £875.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C3040

KENTISH & THOMSON, Ltd.—1951 (November) Standard Vanguard saloon, one owner, 24,000 miles, leather upholstery; £575.—564-6, Wickham Rd., Croydon. Springpark 3477. [C2047

VANGUARD Estate car, November, 1951, green, leather upholstery, radio and heater, one careful owner; £775; terms, exchanges.—G. E. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [C2031

1952 Standard Vanguard Estate, 12,000 miles, radio, heater, covers, leather, overdrive, one owner, regularly serviced by makers; £875.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1950 Vanguard estate car, black, Ace rimbellishers, excellent order throughout, £550; also 1952 saloon, heater, black, works maintained, as new, one owner, £680.—Fred Tompkins Motors, Ltd., Ethel St., Northampton. Tel. 2189. [6998

PRIDE & CLARKE, Ltd.—1952 Standard Vanguard saloon, grey/red leather, 16,000 miles, one owner, £599; 1949 maroon/grey or grey/red leather, heater, one owner, choice of two, £499; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Standard Vanguard Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REALLY good second-hand Vanguard Estate required.—Cobb, 50, Harley House, N.W.1. [W1086

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Standard Vanguard.—May 3051. [W3043

STANDARD MISCELLANEOUS

SALES, service, spares.

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052/R

Standard Miscellaneous Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0973/R

R

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W/4018/R

STANDARD in good condition for cash.—Tel. Valentine 4674, before 10 a.m. [W2018

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0161/R

WHY accept less for your Standard Vanguard estate car or Standard 8 saloon when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

H. F. EDWARDS urgently require good Standard for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Standard Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models, manufacturers' largest stocklist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R

KJ MOTORS, Ltd., for spares, reconditioned units. Girling agents.—Bromley, Kent. Rav. 3456. [0367/R

STANDARD Spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301/R

REPAIRS, parts, reconditioned, guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 2647. [0123

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, sales and service.—209, Balham Rd., S.W.17. [0522

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0247

STANDARD spares all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5941

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1936 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486 [0475/R

Standard Spares and Service

MARGATE, Kent.—Service and spares for all models. Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [4732

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STEYR

295 ens.—Steyr 1937 18/55 supercharged sports roadster, special streamlined body, cream, red wheels, fawn leather, concealed hood, independent front and rear suspension, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

STUDEBAKER

STUDEBAKER Champion sedan, '48/9; £795; terms and part exchange.—Valentine 4674, before 10 a.m. [C2018

1939 President, radio, heater, o/drive, tow bar, good condition; £265; exchange with cash for later car.—Putney 6126. [7255

1950 Studebaker (registered 1953) hydromatic Land Cruiser, radio and heater, 24,000 miles.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3, Kensington 4858. [C4028

1949 Studebaker Champion convertible, grey, radio, heater, power operated hood and overdrive, beautiful condition; £975.—Taylor and Crawley, 48, Kensington Court, W.8. Western 6015. [C436

1948 Studebaker Commander convertible, electric hood, overdrive, radio, hill-holder, blue with brown leather, 16,000 miles, one owner, as new; £995.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

SUNBEAM

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tul. 4505. [0315/R

1935 (November) Sunbeam 23.8hp 4-door sports saloon, black and chromium, excellent condition, genuine 74,000, licensed enthusiast's car; £225, o.n.o.—Details, Harrison, Hanley Swan, Worcester. [7055

SUNBEAM-TALBOT

J. DAVY, of Kensington.

£850.—1951 S.-Talbot 90 saloon, one owner, immaculate; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1069

R. F. FUGGLE, Ltd.

SUNBEAM-TALBOT 2-litre saloon, chamis and coachwork in splendid condition, taxed for the year; £586.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

B. J. HUNTER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, fitted H.M.V. radio, spotless condition; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

L. F. DOVE, Ltd., offer:—

1951 Sunbeam-Talbot 90 saloon, metallic blue, 19,000 miles, a really outstanding example of this very fine car; £815.—Guildford Rd., Woking. Tel. Woking 1282. [C1078

OVERSEAS CARS, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, grey, heater, loose covers, 15,000 miles, one owner, exceptional condition throughout; £925.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051

SAUL & SLATTER, Ltd., offer:—

1950 Sunbeam-Talbot 80, finished in green, recorded mileage 11,000; £695.

44—46, Aldermans Hill, N.13. Tel. Palmers Green 3651-2-3. [C4002

WARWICK WRIGHT, Ltd., offer:—

1951 (Dec.) Sunbeam-Talbot 90 saloon, gun grey, 10,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4005

GUY SALMON AUTOMOBILES offer:—

1953 (May) Sunbeam-Talbot drop head coupe, Alpine mist/red leather, 2,000 miles, as new car; £1,175.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1950 Sunbeam-Talbot 80 saloon, in very nice order; £595.—Below:—

1950 Sunbeam-Talbot convertible, black and red upholstery, good condition throughout; £625.—W. T. Dunn, Ltd., 307, Euston Rd., N.W.1. Euston 3105. [7244

!! Chipstead Motors, Ltd.—See our advertisement !! under "Sports Cars." [C1046

1946 Sunbeam-Talbot 10hp tourer; £395.—Aspin, 18, Cloudesley Rd., Slade Green, Kent. [7158

1950 (June) Mark I 90 convertible, green, one owner, H.M.V. radio, heater, Ace rimbellishers; £625.—Campbell Symonds, Wembley 6262. [C1037

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

1949 model 80 saloon, silver green, one owner only, 24,000 miles, magnificent condition throughout; taxed; £585.—Below.

1952 (June) Sunbeam-Talbot 90 saloon, one careful owner since new, colour grey with grey leather, heater, taxed year, mileage 15,000, indistinguishable from new regularly serviced by Sunbeam-Talbot agents; £895.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011

1946 Sunbeam-Talbot 10hp tourer; choice of 2 at £460, both of which are perfect examples of a very rare and attractive model.—H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1952 Sunbeam-Talbot 90 drop head coupe; £850.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

SUNBEAM-TALBOT 90 saloon, 1951, one owner, black with beige leather, nominal mileage; £765.—Blue Star Garages, 617, Finchley Rd., N.W.3. (Ham. 2254.) [7277

1950 Sunbeam-Talbot 90 d/h coupe, radio, heater, rimbellishers; £695.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725, 5870. [C1014

JACK ROSE, Ltd.—1952 Sunbeam-Talbot 90 saloon in black and red upholstery, radio and heater, a beautiful car; £850.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056

£750—July, 1951, Sunbeam-Talbot 90 Mark II convertible, extras, etc., 27,000 miles.—Richards & Carr, 35, Kinnerton St., Wilton Place, London S.W.1. Sloane 5424. [C5045

1950 (June) Sunbeam-Talbot 90 saloon, engine overhauled, bronzed metallic (resprayed), radio, real bargain; £650.—Fred Tompkins Motors, Ltd., Ethel St., Northampton. Tel. 2189. [6997

£385!!!—1939/40 Sunbeam-Talbot 10 de luxe saloon, spotless bodywork and genuinely magnificent chassis, this car cannot be faulted; 3 months' guarantee; hire purchase; exchanges.—LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

CAMDEN MOTORS for Sunbeam-Talbots.—2-litre 14hp sports saloon, September, 1947, attractive appearance and particularly good mechanically, excellent tyres, Windtones, fog and passlights, outstanding bargain at £495.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1949 model, bronze, fawn leather, exceptional value; £595.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1951, big engine model, immaculate appearance, coachwork and interior unblemished, one owner since new, heater, etc.; £845.

CAMDEN MOTORS for Sunbeam-Talbots.—90 drop head foursome coupe, 1952, bronze with red leather, carefully used and regularly serviced since new, heater, seat covers; £895.

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports saloon, 1948 series, bronze/fawn, two owners since new, a really nice car, fast and economical; £545.

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports saloon, April, 1946, resprayed last year, very smart maroon finish, excellent tyres and a nice little car all round; £465.

CAMDEN MOTORS, the Sunbeam-Talbot specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

1939 Sunbeam-Talbot, 4-door sports saloon, immaculate, recon. engine, 600 miles only (bills available), genuine bargain; £289.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

1952 (March) Sunbeam-Talbot 90 Mark II (big engine) drop head 4-seater coupe, radio and heater, finished jewelescent grey with grey leather, a really immaculate and outstanding low-mileage one-owner car; must be seen to be appreciated; thoroughly recommended; written guarantee; terms, exchanges.—H. E. Edwards, 172, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C2002

Sunbeam-Talbot Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—520, Euston Rd., N.W.1. Euston 1212. [0516/R

RROOTES DISTRIBUTORS REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333).

CANTERBURY.—(Canterbury 3252).

ROCHESTER.—(Chatham 2231).

WROTHAM Heath (Borough Green, 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 8401. [0111/R

RROWLAND SMITH'S. The Car Buyers. Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REALLY good second-hand Sunbeam-Talbot required.—Cobb, 30, Harley House, N.W.1. [W1066

SUNBEAM-TALBOT 90 saloon wanted, must be reasonable.—Taylor, 213, Mount Pleasant, Redditch. Tel. 509. [7143

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1441

Sunbeam-Talbot Cars Wanted

H. F. EDWARDS urgently require good Sunbeam-Talbot for immediate cash; distance no object. Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46581. [0465/R

TALBOT

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1937 Talbot 3½-litre 7-passenger limousine, face-forward seats, division, original black cellulose, fitted Ace wheel discs, privately owned, mechanically sound; 199gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

ROYS offer 1936 Talbot 3-litre 7-passenger limousine, good, £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

£145—Original 1935 14hp saloon, one owner, self-change box, coachwork by Darsaque, and in excellent order.—Dunham & Haines, 46, Castle St., Luton 2100. [7210

225gns.—Talbot 10, 1936 drop head coupe, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

Talbot Cars Wanted

PRIVATELY owned Talbot 90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0782

JOHN BLAND for Talbot new water manifolds and pumps in stock.—27, Southfields Rd., S.W.18. Vandyke 1612. [0696/R

LARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0664/R

TERRAPLANE

1939 Terraplane 17hp saloon, excellent condition; £345; exchanges.—Auto Engineering, Willsons Rd., Ramsgate. Thanet 52696. [7032

TRIUMPH

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1939 Triumph Dolomite Roadster, very attractive coachwork, ultra modern in appearance, a model in short supply; 329gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

CAR MART, Ltd.

1951 Triumph Renown saloon, 12,000 miles; £795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

BOON & PORTER, Ltd.

1951 Renown, black/beige, one owner; excellent condition; £725.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 Roadster, just fitted new works engine, excellent condition throughout; £625.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040

MONTROE MOTORS offer:—

1948 Triumph 1800 saloon, radio; £565.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [7265

CHARLES RICKARDS, Ltd., offer:—

1953 (May) Triumph Mayflower, Comet blue, leather upholstery, fitted heater, one owner, 5,600 miles only, absolutely as new, taxed for year; £650.

ALSO a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

1948 Triumph 1800 saloon, in exceptionally attractive condition; £545.

READ BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C5046

TRIUMPH Renown, '50, one owner, £610.—Valentine 4673, before 10 a.m. [C2018

TRIUMPH

1949 Triumph 2000 Roadster, black with red leather, fitted heater, low mileage; £585.

HA. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

TRIUMPH Mayflower, black, 1952, 17,000 miles, leather, heater, extras; £575.—Box 9000. [7144

£275.—Triumph Dolomite 1½-litre saloon, condition excellent.—Tel. Footscray 4795. [7040

MAYFLOWER 1/5/53, 4,000 miles, grey/red; £615; terms.—329, Upper Richmond Rd., Putney 6126. [7254

1950 Renown saloon, black, one owner, practically new condition throughout; £695.—Campbell Symonds, Wembley 6262. [C1037

£540—Triumph Roadster 1800, black and fawn, excellent condition, performance.—6, High St., Leominster. Tel. 392. [7096

1936 12hp Sportsmans saloon, showroom throughout; £110.—Fiat 95, Monarch Parade, Mitcham. [7207

1953 (May) Triumph Mayflower saloon, comet blue, leather, heater, taxed, 2,000 miles only, as new; £675.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1951 (Nov.) Triumph Renown saloon, heater, one owner, guaranteed mileage 15,000, faultless; £695.—Egham Motor Co., Egham. [7527

1938 Triumph Dolomite; £245; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 5536. [C2048

1950 Triumph Mayflower saloon, grey with red leather, heater, one owner; £495.—S. F. Erskine & Sons, Ltd. Tel. Woking 350. [C2051

£635!!!—1949-50 Triumph 2000 Roadster, unblemished condition throughout, opportunity; 3 months' guarantee; hire purchase; exchanges.—LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1952 Triumph Renown saloon, green with beige leather; radio; low mileage; £865.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

JACK ROSE, Ltd., offer 1949 Triumph 2000 saloon in grey, heater, loose covers, almost unmarred; accept £595.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1951 (August) Triumph Renown, immaculate condition, one owner, heater, spot lamp, dark green; bargain; £675.—Fred Tompkins Motors, Ltd., Ethel St., Northampton. Tel. 2189. [6996

1952 (August) Renown, fitted H.M.V. radio and overdrive, black, guaranteed total mileage 704; £950.—A. Dey & Co., 18, Hardman St., Liverpool, 1. Royal 5057. [7181

1951 (June) Triumph Mayflower saloon, black, left-hand drive, one owner, mileage 20,000, H.M.V. radio, taxed December, excellent condition, £450, no offer.—Palmers Green 0445. [7116

12,000 miles, 1951 Mayflower saloon, grey, grey leather, radio and heater, very carefully maintained; £585; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 4881. [C2031

CASS'S MOTOR MART.—1949 Triumph 1800 saloon, black, 35,000 miles, one careful owner; outstanding 1939 Triumph Dolomite 2-litre Roadster coupe; overhauled at cost of £595; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

£525.—Triumph Mayflower, grey with crimson upholstery, one private owner, really nice condition; or £175 deposit and 12 or 18 monthly payments.—Starnes Motors, Triumph Specialists, 103, Cricklewood Broadway, N.W.2. Gla. 2480. [6846

475gns.—Triumph 1800, late 1946 razor-edge saloon, black, fawn leather, heater, Lucas passlight, good tyres, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

£245.—Triumph Gloria 15 drop head foursome coupe, a one owner car in magnificent condition throughout, faultlessly maintained, fitted Burtonwood reconditioned engine, chrome discs, mohair hood; £120 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1026

£595.—Triumph 2000 razor-edge grey saloon, July, 1949, 21,000 miles, one very careful owner, Radiomobile, loose covers, exceptional; or £200 deposit and 12 or 18 monthly payments.—Starnes Motors, Triumph Specialists, 103, Cricklewood Broadway, N.W.2. Gla. 2480. [6845

Triumph Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Triumph cars.—520, Euston Rd., N.W.1. Euston 1212. [0974/R

RROWLAND SMITH'S. The Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

TRIUMPH in good condition for cash.—Tel. Valentine 4674 before 10 a.m. [W2019

FULL value paid for Triumph or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 5000.—Seven Sisters Rd., Tottenham, N.15. [01825/R

ROADSTER wanted, cash, or 1947 Standard 8 offered in part exchange.—48, Shirehall Park, N.W.4. Hendon 1648. [7228

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase late model Triumph Mayflower.—May 5051. [W5045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Triumph Cars Wanted

TRIUMPH Mayflower required, good condition; immediate cash.—34, Bentinck Ave., Blackpool S.S., Lancs [6578

Triumph Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0397/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7753. [0143/R

TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3572). [0355/R

UTILITY CARS

MONTROE MOTORS offer:—

1938 Austin 7 utility; £75.

1948 Jowett Bradford utility, rebored; £325.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [7261

JACK STONE & SON offer:—

1948 Morris 12 6-seater metal body utility; 1950 Austin A.40 metal body utility; coachbuilt wooden utility bodies to your own specifications, £135; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. [C4021

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1948 Alvis 14 4-door shooting brake, smart appearance; £485.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289 [C2035

£350—1944 Hillman 10 shooting brake.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1938 Ford V.8 utility, 10 seats, new tyres, battery, good condition; £120.—Tel. Welwyn Garden 4070. [6925

£595—Austin A40 Countryman, 1951, fitted heater and radio, excellent bodywork condition.—Below.

FORDSON 10-cwt estate car, new, immediate delivery, 7-seater, fully folding seats; £610/5/10.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

£595!!!—1949 Alvis 14 utility, just completed major overhaul costing £150, including rebored engine, not yet run in.—Below.

£295!!!—Magnificent Ford V.8 30hp fitted Dagenham wood body, in immaculate condition, lately owned by large concern who maintained this vehicle perfectly.—Below.

£295!!!—1940 Ford Anglia 8hp special wood-bodied utility, spotless condition, excellent value.—Below.

£295!!!—1946 Bradford utility, small mileage and very carefully maintained.—Below.

£165!!!—1956 Ford 8 utility, most excellent value and in outstanding condition for year; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1948 Hillman estate car, superb condition; £465. Radcliffe Motors, West End Rd., Ruislip. Ruislip 4340. [7285

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6 [0621/R

HILLMAN Minx estate car, 1952, 10,000 miles, one owner dual grey; £725.—Blue Star Garages, 617, Finchley Rd., N.W.3. (Ham. 2254.) [7278

1947 Vauxhall Bedford 12hp Martin Walter Utilecon, excellent throughout; £350.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1950 Jowett Bradford 6-litre utility, green, excellent condition throughout, any inspection invited, 3 months' guarantee, £315.—Below.

1947 Jowett Bradford utility, grey, 4 seats, one owner, many extras, very pleasing condition, any inspection invited, 3 months' guarantee; £275.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

GUY ALFREDS & Co., Ltd.—1950 Austin A40 Countryman; 1947 Morris Martin Walter Utilecon, one owner only.—6-7, Warren St., W.1. Euston 3268. [C1005

1951 (reg.) Fordson 10hp M.W. Utilecon, excellent condition, resprayed, new tyres, fully folding seats; £525 o.n.o.—Melvin, 3, Palace Rd., S.W.2. [6885

1949 Alvis utility, taxed, one owner, many extras, excellent condition; £485.—Radcliffe Motors, West End Rd., Ruislip. Ruislip 4340. [7284

1949 Vanguard Utility, full 5-seater, finished dark green, thoroughly sound condition; £435.—Clarke's of Pirbright, Surrey. Brookwood 2201-2. [C1049

1950 Fordson 8hp Utilecon, excellent order throughout; £365.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2812. [C4019

1937 Ford 30hp utility, grained wooden body, 4-door, 6-7-seater; £175; exchanges terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890. 7037. [C3034

1948 Hillman Minx estate car, new engine, very smart, in excellent condition throughout, taxed year; £445.—Circular Car Sales, Watford Way, Mill Hill 1637 [7271

UTILITY CARS

ROYS offer 1947 Minx estate utility, good condition; £365; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

265gns.—Vauxhall 14, 1939 4-door 5-seater utility; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

VANGUARD Estate car, November 1951, green, leather upholstery, radio and heater, one careful owner; £775, terms, exchanges.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2051

CASS'S MOTOR MART.—1948 genuine American Willys Overland Jeep 7-passenger estate car, r.h.d., overdrive, outstanding condition.—5, Warren St., W.1. Euston 4110 [C1040

1952 Humber Pullman estate car, finished in natural wood and satin bronze, 4,000 miles only, the largest and most luxurious utility.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

HILLMAN Minx utility, first registered 10.5.50, ex-W.D. chassis, mechanically in good condition, fitted with 4-seater body with full width opening doors to rear, colour fawn, speedometer reading 6,110; on view at Vincents of Reading; price £250.—Box 8976. [7080

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

VAUXHALL 10

1939 Vauxhall 10 saloon; £285.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

1946 Vauxhall 10 saloon, excellent condition throughout; £390.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [7225

£285—Vauxhall 10, 1939, 4-dr. sln., sldg. roof, cellulose unmarked, excellent mechanically; several post-wars; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017

1939 Vauxhall 10 saloon de luxe, outstanding condition in every respect; £295.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. [C1030

VAUXHALL 12

MONTROE MOTORS offer:—

1939 Vauxhall 12 saloon, choice of 3; £275.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [7262

£285—1939 Vauxhall 12 saloon, exceptionally clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1939 Vauxhall 12 saloon, immaculate condition; £275; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

395gns.—Vauxhall 12 1947 saloon, black, sliding head, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

VAUXHALL 12 special sports roadster, manufactured new, post-war completed and registered September, 1952, most attractive coachwork with superb finish by expert, must be seen to be appreciated, taxed and ready for use; £475.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488 [C3016

VAUXHALL 14

SCOTT CARS offer:—

1946 Vauxhall 14, good condition; £365.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

£415!!!—1946-7 Vauxhall 14 J type de luxe saloon, spotless throughout and only wants seeing; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1937 Vauxhall 14 D.X., new tyres, carb., taxed, insured, 30mpg, good condition; £150.—7, Cedar Ave., Church Rd., Hayes, Middlesex. [7112

1947 series Vauxhall J type, black, brown leather, excellent throughout, privately owned, taxed Dec.; £365.—Wil. 0140. [7167

1940 Vauxhall 14, immaculate condition, heater, radio, new head lining and carpets; £340.—31, Eldon Rd., Cheltenham. [7276

1937 series Vauxhall 14 sun roof saloon, specimen car, taxed year; £325.—Frank Dale, 61, Lancaster Mews, W.2. Paddington 4661 [C1067

1940 (model) Vauxhall J type 14hp saloon, black with brown leather, radio, screen-washer, recent engine overhaul, excellent condition; £345.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

VAUXHALL WYVERN & VELOX

B. J. HUNTER, Ltd., offer:—

1952 Vauxhall Velox saloon, all extras, radio, heater covers, etc.; £835.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

METROPOLITAN MOTORS offer:—

1953 Vauxhall Wyvern saloon, 6,000 miles, many extras, taxed year; £875.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [7069

1950 series Vauxhall Velox saloon, splendid condition; £550.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1953 Vauxhall Wyvern saloon, 400 miles; £825.

1951 Vauxhall Velox saloon, radio, heater, 23,000 miles; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

GUY SALMON AUTOMOBILES offer:—

1951 Vauxhall Wyvern saloon, black, brown leather, immaculate car, original condition throughout; £625.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

ANDOVER MOTOR Co., Ltd., offer:—

1950 Velox, in black with brown leather; a choice of 2 at £525.

1946 Vauxhall 6, reconditioned engine with interior completely reconditioned; an immaculate car at £475.—Andover, Hants. Tel. 3405. [C1005

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Vauxhall Wyvern saloon, fitted radio, heater, loose covers, wing mirrors and taxed year, 6,000 miles, in spotless condition; £875.—Watford Way, Hendon Central, N.W.4 Tel. Hendon 8064-5. [C2034

1953 Vauxhall Wyvern, heater, taxed, as new; £795.—Egham Motor Co., Egham. [7325

CASS'S MOTOR MART.—1949 Vauxhall Velox saloon, radio and heater, one owner; £495; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1949 Vauxhall Velox, grey, immaculate, heater, recently overhauled, bargain; £485.—Staines 4779. [7251

1952 Vauxhall Velox, square engine, heater, screen wash, small mileage, excellent condition; £795.—Dobsons, Ltd., Staines. Tel. 801. [C1074

1953 (April) Velox saloon, green, heater, screen washer, 5,650 miles only, as new.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [7075

£495!!!—Vauxhall Wyvern saloon, 1949 model in dark blue, comprehensively overhauled last month, brakes relined, etc., excellent tyres, brand new Exide battery.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1952 (Sept.) Wyvern, sq. engine, heater, covers, etc., really immaculate, as new; £810.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1949 Vauxhall Wyvern, heater and other extras, in excellent condition throughout; £490.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [7222

NAYLOR & ROOT.—1952 Vauxhall Velox saloon, metallic green, red interior, heater, low mileage; £795; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

VAUXHALL Wyvern 1950 saloon, recently fitted reconditioned engine, colour blue with brown, fitted heater.—Wheelers (Newbury), Ltd., The Broadway, Newbury. Tel. 1020. [7251A

1952 (Oct.) Wyvern, green/fawn leather, extras, lighter, loose covers, radio, heater, screen-wash, mats, mascot, 10,000 careful miles, an outstanding and beautiful car; price £835.—Locke, Lar. 2848. [7193

1949 Vauxhall Velox saloon, leather upholstery, heater, superb condition; £525; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

1950 Vauxhall Velox saloon, black/brown leather, fitted radio, heater and link mats, one owner, low mileage, immaculate and perfect throughout; £545.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

ARCHIE SIMONS & Co., Ltd.—1951 Vauxhall Velox saloon, colour black, fitted built-in push button radio, heater, loose covers, one owner only, genuine 11,000 miles, whole car as new; £675.—94, Gt. Portland St., W.1. Lan. 1543. [C4015

495gns.—Vauxhall Velox 1949 model saloon, black, fawn leather, heater, push-button radio, moderate mileage, good tyres, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

AVAILABLE 17th August.—1952 series Velox 18hp latest streamlined saloon, guaranteed 16,000 miles only, spare unused, finished black, leather upholstery, fitted radio, heater, reverse light, spotlamp, cigar lighter, taxed to December, as new throughout; £795; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (Re-opening 17th August.) [C3016

VAUXHALL MISCELLANEOUS

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1938 Vauxhall 10, black/brown leather, good tyres, and sound condition mechanically.

***1946** Vauxhall 14, black/brown leather, radio, good condition mechanically.

***1950** Vauxhall Velox, metallic grey, low mileage, heater, radio and loose covers fitted, excellent condition throughout.

***1952** Vauxhall Velox, square engine, blue, low mileage, heater and radio fitted.

***1953** (July) Vauxhall Wyvern, square engine, grey, red upholstery, 590 miles only, as new.

* The above cars are under the bonus Vauxhall scheme, i.e., bonus H.M.L. rebuilt engine within 2 years or 40,000 miles.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2052

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SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at

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VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039/R

GRAHAM BROTHERS (MOTOR), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283/R

Vauxhall Miscellaneous Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975/R

RS

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube). N.W.3. Ham. 6041 [W4018/R

SS

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

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VAUXHALL in good condition for cash.—Tel. Valentine 2098 and 4674. [W2016

FULL value paid for Wyvern or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

REQUIRED, good used Vauxhall.—43, Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

VAUXHALL cars, post-war models, urgently required. —Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

7-SEATER private 1937/8/39 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

H. F. EDWARDS urgently require good Vauxhall for immediate cash; distance no object.—Details, please, to 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

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TRIANON.—Established over 30 years, the first with a reputation for reliability and quality workmanship, offers the undermentioned services on Vauxhall cars and vans.

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TRIANON.—Differential units exchanges service on all Vauxhall cars and vans.

TRIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14DX, J, 25hp and BYC, JCV models, stock deliveries.

TRIANON.—Suspension units, exchange or outright sales, immediate deliveries; our reconditioned units are complete with kingpins and include shock absorber overhaul, 3 months' guarantee available for 10, 12 and 14hp DX and J types.

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TRIANON.—Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0687

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WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines; large stocks of Vauxhall spares.

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KJ MOTORS, Ltd., for spares, accessories, exchange units.—Bromley, Kent. Rav. 2456. [0595/R

GEARS, parts, reconditioned, guaranteed gear boxes, suspensions, shock absorbers, repairs; trade discount.—10, Winchester Mews, N.W.3. Priz. 2647. [0900

SKURRAY'S, Ltd., Swindon.—Replacement engines and comprehensive range of reconditioned service units; Vauxhall, Bedford main dealers.—Swindon, Wilts. Tel. 2266. [0965/R

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WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton Elmbridge 1875.—Buy and sell pre-1914. [0201/R

Veteran Cars Wanted

GENUINE veteran car wanted, must be in good condition, not fancy price.—Box 0005. [7153

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1923 23/60 Vauxhall, chassis No. OD7, excellent mechanical condition, body (touring type) incomplete, tyres as new; offers wanted.—Box 8973. [7054

LANCHESTER 21hp tourer, mileage 55209, only two owners, full particulars to persons interested.—Collins, Wyecliffe House, Breinton, Hereford. [6979

1926 Cluley 10hp tourer, fantastic mechanical condition; what offers over £35?—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. [C1050

1925 Fiat 10.15hp model 501 tourer, new hood, body just repainted, upholstery and general condition exceptional, stored for 20 years, taxed and insured.—Perren, Windrush Cottage, Earls Green, Bacton, Stowmarket, Suffolk. [7015

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V & F MONACO MOTORS.—The only Volkswagen specialists in London; Volkswagen bought and sold; service, repairs, spares.—5a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0641

Volkswagen Cars Wanted

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VOLKSWAGEN required.—Richards & Carr, 35, Kinnerton St., Wilton Place London, S.W.1. Sloane 5424. [W3045

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EEUSTACE WATKINS, Ltd., the sole London distributors.

1952 Wolseley 6/80 saloon, moonstone grey, 16,000 miles, H.M.V. radio, one owner.

1946 Wolseley 18hp saloon, black, brown upholstery, carefully used car.

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EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5051); and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

DICKS.

1946 Wolseley 8 saloon, fitted reconditioned engine, fast and attractive little car; £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6686-9. [C1072

ROUNDABOUT offer:—

1939 Wolseley 18 saloon, in immaculate condition, mechanically perfect; £350.

ROUNDABOUT GARAGE, Western Avenue, Greenford, Middx. Waxlow 1071-5. [C3058

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1949 Wolseley 4/50 saloon, one owner, definitely unmarked; £575.

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PHILIP RICKARDS, Ltd., offer:—

1951 (Nov.) Wolseley 6/80 saloon, black, seat covers 9,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

METROPOLITAN MOTORS offer:—

1951 Wolseley 6/80 saloon, taxed year, fitted radio and heater, absolutely unmarked; £675.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [7066

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1947 (June) Wolseley 12hp de luxe sliding head saloon, black, brown hide upholstery, reconditioned engine, moderate mileage, carefully maintained by one owner since new; £475.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

PHOENIX MOTOR CO. (SURREY), Ltd., offer:—

1952 (June) Wolseley 6/80 saloon, green, 17,000 miles only, fitted heater, the whole car in showroom condition, £745. Cars purchased.

PHOENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

1951 Wolseley 4/50 saloon, fitted heater, immaculate; £635.

X-L SERVICE STATION, Kingston Vale, S.W.15. Kin. 8335. [C4060

1939 Wolseley 14, radio, heater, good all round; £345.—Hillingdon Motors, Uxbridge 412. [C2062

BEARTS, of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083/R

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WOLSELEY

1953 limousine Wolseley (rebuilt), chassis perfect, body good, £175; obvious bargain.—Brockenhurst 2268.

£595.—1951 series Wolseley 6/80 saloon, one owner. —Durngate Garage, Durngate Place, Winchester. Tel. Winchester 2955. [C1010

£615.—Wolseley 6/80 saloon, 1950, black, one owner, regularly maintained and in smart condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway N.W.2 Gladstone 2334. [C2008

£295.—1939 Wolseley 12hp saloon, recent £90 overhaul, exceptional condition.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3848. [7240

1939 Wolseley 10 saloon, very good condition; £270.—Clairmonte Bros., Shanklin Rd., London, N.8 Mountview 5285. [C1056

£145.—1937 Wolseley 14 saloon, clean car, terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1938 Wolseley 18 saloon; £225, part exchange; terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

6/80 Wolseley (September, 1952), mileage guaranteed 9,000, as new in every detail; Tangey covers; £850.—Cranmore. Tel Potters Bar 2040. [C1062

1952 model Wolseley 6/80 de luxe saloon, cream, heater, one owner, immaculate, unrepeatable at £695.—Jack Pozner (Autos), 595, Hendon Way, N.W.4. Hendon 1423-4. [C3065

1938 Wolseley 25 4-door saloon, black, brown leather, radio, exceptional condition, mechanically and bodywork; £230.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

565 gns.—Wolseley 6/80, September 1950, saloon, black, brown leather, heater, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Wolseley 14 1937 model de luxe saloon, black, sliding head, brown leather, twin passlights, carefully used, very good condition, taxed; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube) Hampstead 6041. [C4016

WOLSELEY 6/80 1950 saloon, black, heater, exceptional bargain; £525.—Le Lacheur's Motor Garage & Works, Les Merriennes, St. Martin's, Guernsey, C.I. Le Lacheur 8585, Guernsey. [6476

WOLSELEY 6/80, 16,000 miles only, immaculate, brown leather upholstery, excellent condition throughout; £620.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Uplands 4812 [C1041

£250.—1939 Wolseley 25hp de luxe saloon, black, brown hide, post-war shape and appearance; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£222!!!—Magnificent Wolseley 14 NF series de luxe saloon, bodywork like new, interior spotless, whole vehicle bargain price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2058

1949 (June) Wolseley 18/85, black, brown leather, heater, moderate mileage, v.g. condition throughout; private; best offer over £400 for quick sale. —132, High St., Broadstairs. Thanet 62260. [7151

ROYS offer 1956 type Wolseley 12 Daytona sports saloon, very smart and fast; £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

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THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—520, Euston Rd., N.W.1. Eus. 1212. [0721/R

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Wolseley 6/80 Cars Wanted

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THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3434. [0722/R

1952 Wolseley 6/80, not over 10,000 miles, up to £650.—Mansion House 0555 (Ext. 9), or Esher 3059 evenings and week-end. [7257

Wolseley Cars Wanted

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ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FULL value paid for Wolseley or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

WOLSELEY 12/14 saloon, 1938-1948.—Jack Thomas, 51, Stafford Rd., Croydon, Croydon 0651, evening Tho 6517. [C4066

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WOLSELEY 14 or 18/1939 wanted in exchange for 12/1947; excellent original condition, one owner, 1,500 miles since £150 complete mechanical overhaul; cash adjustment required.—Gilmore, Greystones, Richmond, Yorks. [6979

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W. JACOBS & SON.

WE specialise in spares and repairs for all models of Wolseley cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [0485

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R

FOR Wolseley service consult the Wolseley specialists. —W. T. Mason & Co., 2, Lev St., Ilford (Tel. Ilford 0961). [0475

GEARS, parts, guaranteed gear boxes (incl. N.F.), engines, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 6159. [0076

HARD surfaced rockers 6/- each exchange, other spares.—Thomson, 104, Kingston Rd., Wimbledon, S.W.19. Liberty 8498. 1 till 2 and after 7 p.m. [7214

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0316/R

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ARE buyers of all makes of cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

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P6 Diesel Humber Snipe, ideal for caravan towing.—Alston, Haverbreaks, Lancaster. Tel. 3171. [7178

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WANTED, car fitted diesel engine, must have modern appearance and be immaculate.—Box 0008. [7204

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1950 Vanguard pick-up truck; £335.

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1945 Morris 10cwt van, reconditioned throughout, one owner; £190.

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NEW Austin 2-ton chassis and cab, body can be constructed to buyer's requirements.—Below.

SECOND-HAND Austin A40 pick-up, 1951, colour black, excellent condition, £325.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

1938 Bedford Luton, exceptional mechanical condition; £255.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045/1

1951 (Jan.) Austin A40 pick-up, cellulosed blue, 11,000 miles, extremely tidy; one owner; taxed year; £595.

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339 Finchley Rd., N.W.3. Hampstead 4414. [M1025

1946 (Nov.) Austin 8 5-cwt van, £150.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [M1076

1946 Bradford van, new engine and tyres, excellent condition; £145.—Circular Car Sales, Watford Way, Mill Hill 1637. [7272

BRADFORD vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225/6. [0284/R

FORD 5cwt van, new, £313/3/2, ex wks; also 10cwt van, new, £415/12/3, ex wks.—The Goldings Park Motor Co., Basingstoke. Tel. 241. [C2065

IMMEDIATE delivery new Austin 2-ton Loadstar drop side truck; new Jowett Bradford 10cwt van.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2-3. [M4008

1953 Austin 2-ton l.w.b. truck, new, immediate delivery.—Tel. Tonbridge 3288. [6891

FORD 5cwt, 1949, new engine being fitted, new accumulator, perfect order; £200.—Seear, 71, Vicarage Rd., Watford. Tel. 4006. [6985

1951 (October) Fordson 10cwt van, unpainted, 2,800 miles, taxed December; £367.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [M4004

1952 Ford 10cwt drop side builder's truck, 11,000 miles, 350; also Ford 10cwt van, £135; exchanges terms.—Palmers, 53, York St., Twickenham, Popesgrove 1890/7087. [C3034

GUY ALFREDS & Co., Ltd.—1952 Standard Vanguard van, genuine mileage 8,000, extra seats, unwritten; 1949 Bradford designed gown van, plain finish, excellent condition; £235.—6-7, Warren St., W.1. Euston 3268. [M1905

1952 and 1951 Bedford, fitted 10-ton Scammell attachment, equipped with insulated Frigidaire cold store body, low mileage; full particulars may be obtained from.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677/8. [C2045

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ZENITH replacement carburettors and spares, official Zenith service station.—Milestone's Service Garage, Ltd., 308, Erith Rd., Bexleyheath. Frith 2469. [0572/R

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FORD main dealers require additional sales representatives with car and commercial vehicle experience.—Apply by letter in the first instance to Godfrey Davis, Ltd., Neasden Lane, N.W.10. [7234

VANDERVELLS of Hampstead have vacancies for skilled mechanics and lubrication bay operator.—Apply, works manager, 215, Haverstock Hill, Belsize Park (tube), N.W.3. Pri. 4441. [M4037

SALESMAN required.—Apply, in writing, to Sales Manager, Clarke's of Pirbright, Surrey. Rolls-Royce retailers, Jowett distributors, agents for Austin, Morris, Rover, Wolseley Standard and Triumph. [M1049

SKILLED motor mechanics urgently required; top rates and bonus; main Vauxhall, Bedford distributors; excellent conditions and all modern equipment.—Apply Service Manager, E. J. Baker & Co., Ltd., Dorking, Surrey. Tel.: 5822. [7042

MOTOR fitters urgently required, Rolls-Royce and Bentley experience preferred; also an experienced store-keeper and assistant tester; large service works, S.W.19 district.—Apply Service Manager, Jack Barclay, Ltd., Lombard Rd., S.W.19. Liberty 7222/7. [7055

PROPRIETOR of small repairs garage, N.W. London, requires a general man; all branches trade; one preferred who would work all hours as required; age 30-35; only those interested need apply; financial interest in the business would be considered.—Box 8915 [6995

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AUTOMOBILE Engineers for British West Africa.—A large firm of motor dealers have vacancies for experienced automobile engineers, aged about 25/32 years, for service in British West Africa.—State qualifications, experience, age, and whether married or single.—Box 8977. [7084

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NUFFIELD Distributors (South) require services of experienced salesman to eventually take charge of sales side, must be of good education and have been previously employed in provincial business. London salesmen only need not apply, good salary and commission, all details with photograph, marked "Sales."—Box 8990. [7101

OLD-ESTABLISHED high-class South Bucks motor firm requires a car salesman, some experience essential, also good sound knowledge of second-hand prices, presentable appearance and manners very necessary.—Write, giving full particulars of age, experience, salary and commission required to Box 8571, Mason-Peacock, Ltd., 184, Strand, W.C.2. [7079

SERVICE manager required to control large car and commercial vehicle service organization; high standard of technical and managerial training and experience necessary; pension; applications, which will be treated in confidence, should be addressed to the Managing Director, stating age and qualifications.—Appleyard of Leeds, Ltd., North St., Leeds, 7. [7018

NUFFIELD distributors (south) require services of thoroughly experienced general manager, able take complete charge and deputise for managing director; qualifications—age not over 45, good education, sound knowledge of sales and works side; applicants must have held similar position; salary £1,000 p.a., plus share of profits; excellent prospects; full details, copy references, and photograph, which will be returned.—Box 8929. [7022

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YOUNG man requires progressive position as executive or rep.; full knowledge of the trade.—Box 8951. [7052

REPRESENTATIVE, age 32, seeks change, single, not public school, outside experience varied, 16 years' clean licence.—Box 8911. [6989

SERVICE manager, 42, M.I.M.I., energetic, ambitious, 25 years' experience, costing, estimating, control, sales, seeks position London or south coast.—Box 8906. [6984

WORKING foreman, excellent experience all branches garage trade, Citroen and Continental specialist, hard worker, seeks congenial position South or West.—Box 8992. [7115

YOUNG executive, practical experience all aspects of the retail motor trade, exceptional knowledge of used car values, requires position as manager, preferably Ford franchise.—Box 8910. [6988

SALESMAN with vast knowledge of buying and selling at present holding responsible position with large London distributor desires change (London area), not interested in large retainer, preferring to sell to earn.—Box 0006. [7175

SECRETARY/ACCOUNTANT, intimate working knowledge all phases motor trade 16 years, costing, stores control, estimating and a/cs to final figures, seeks post with Austin/Hillman distributors; unimpeachable references.—Box 8909. [6986

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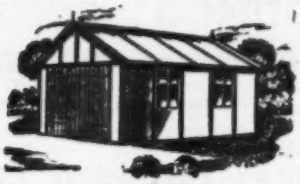

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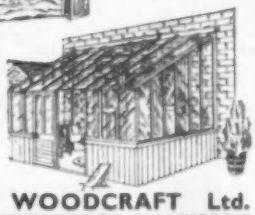

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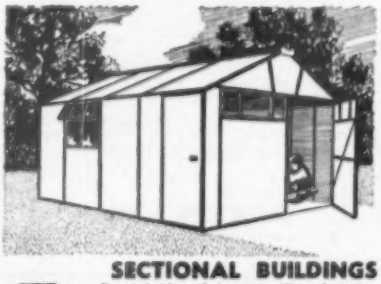

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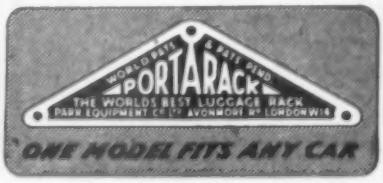

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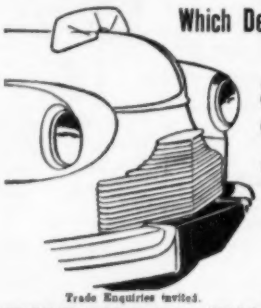

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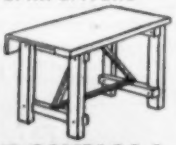

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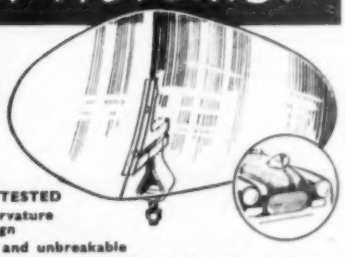

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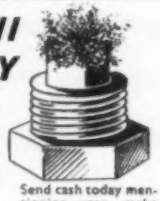

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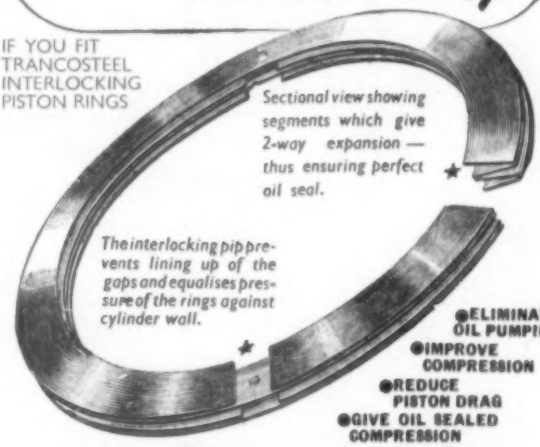

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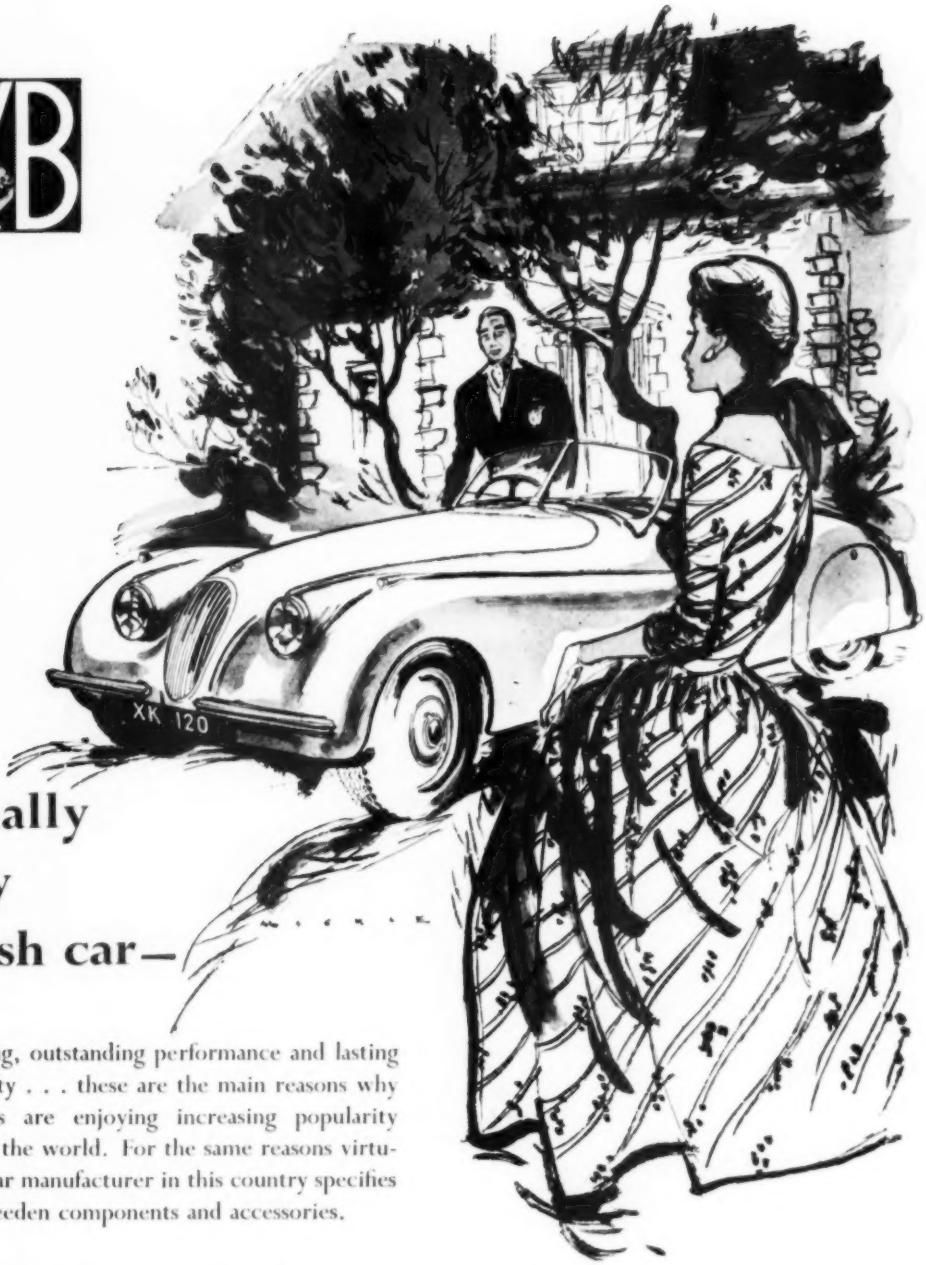

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